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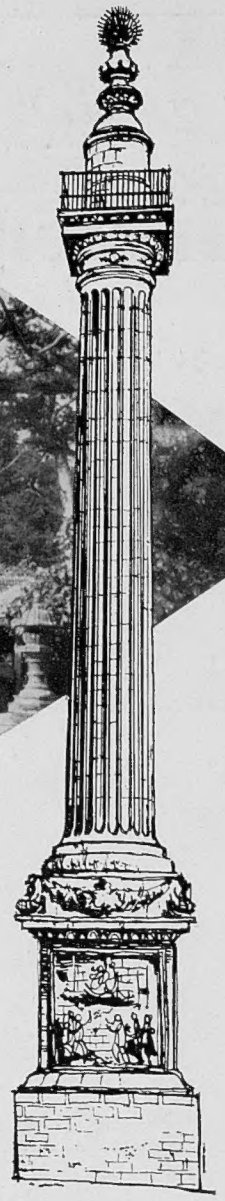

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Volume CCXL No. 3110

The SPHERE, London, January 9, 1960

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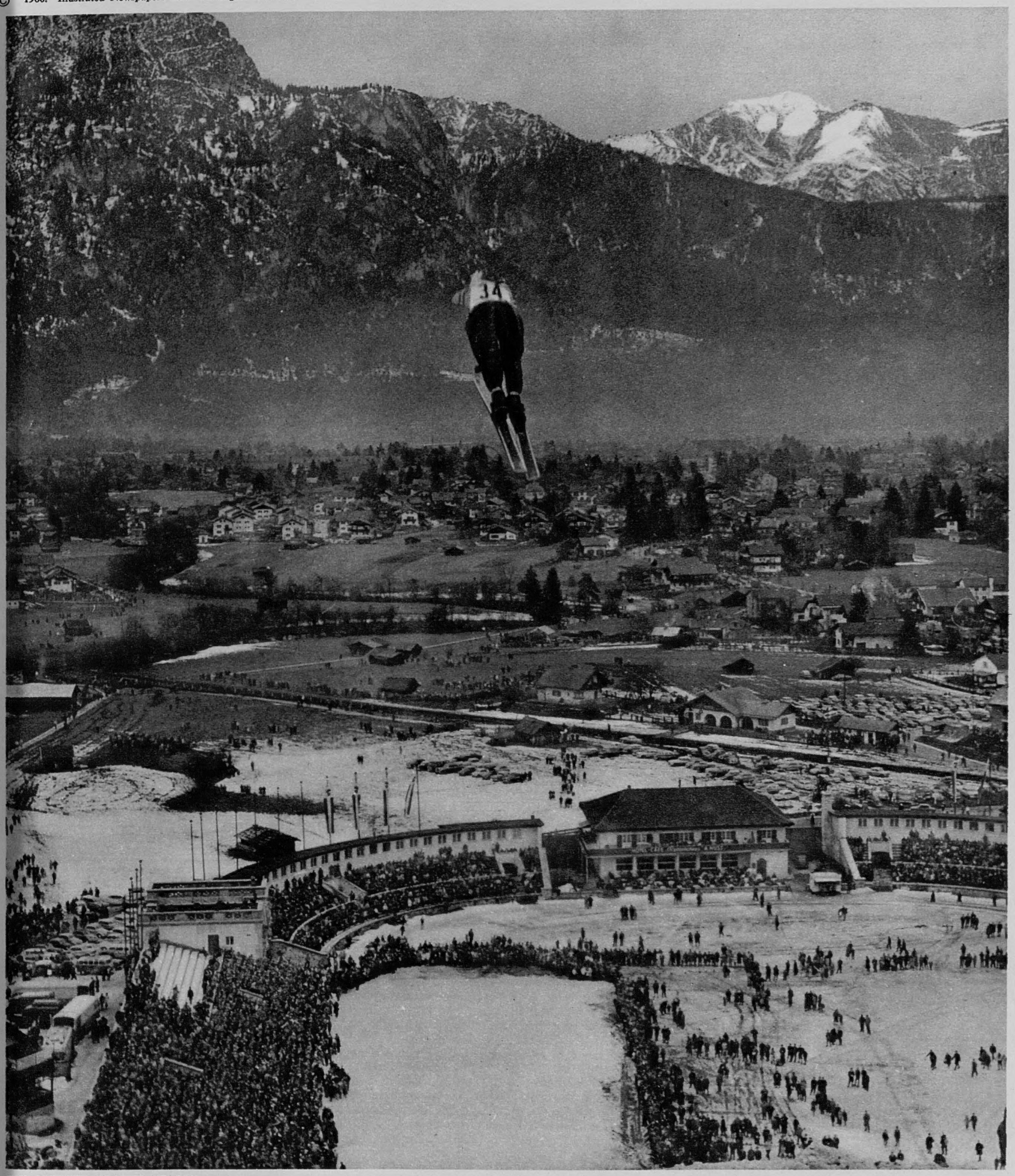


**THE WINTER SPORTS SEASON—SKI-JUMPING AT A GERMAN RESORT: At the Olympic ski stadium at Garmisch, the Yugoslav jumper, Joze Slibar, soars into the air over the long downward slope. In the mild weather conditions in Bavaria at the beginning of the year, there was just enough snow in the stadium for the event to be held. The contest, part of the Four Cities Jumping Tournament, was won by a West German competitor, M. Bolkart, who seemed likely to be nominated for the German Olympics Team.**

Competition on the snow of the European winter sports resorts is fiercer than ever this year, at the approach of the Winter Olympic Games to be held in the United States in February, at Squaw Valley. The skiers of ten nations have been engaged in training on the snowfields at the foot of the Matterhorn. On the Swiss side, on the Piste Nationale, reckoned to be the fastest downhill course in Europe, the Austrian team became something of a legend just before Christmas. During a fortnight of almost continuous ski-ing, at speeds of up to 80 m.p.h., the nineteen men and women candidates for the Austrian team did not suffer one serious fall. They are out to prove that Austria is still the leading Alpine ski-ing nation. Also in training have been British skiers, Swedes (many of them coming from inside the Arctic Circle), and two Icelanders. Over last week-end, the St. Moritz international bob run was open for the first real training runs of the season. Some fast times were recorded by boblet teams.

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# A London Newslett

**Lord Halifax**—In my youth, Edward Wood was regarded, socially and politically, as a Sir Galahad, and the label was as reasonably exact as labels of that sort can be. A man of infinite charm and one who exactly represented the ideal of a great English gentleman, he was the son of a deeply religious father and all through his life he was himself no less. He was, moreover, a great sportsman and a most agreeable and easy companion. He was marked out for the highest offices in the public service and he enjoyed the happiest possible family life. His destiny carried him to the achievements promised for him. He rose in the normal way to Cabinet rank. He conducted the Ministries of Education and of Agriculture with all the success at those times possible for a Minister in either Department. They were not fruitful times. In 1926 he accepted with diffidence the increasingly difficult assignment of Viceroy of India and found himself called on to deal with Gandhi and Indian nationalism rising to critical heights. In Gandhi, Lord Irwin (as he now was) found a man in many ways like himself. For all the differences in their backgrounds and outlook, they respected and admired each other. He brought Gandhi out of prison and a new constitution for India emerged from the Round Table Conference arranged between them. There were, of course, many who called it a betrayal or, at the best, weak appeasement. With Gandhi, Irwin was dealing with a man of a moral character and sincerity he understood. When he became Foreign Secretary at the fearful juncture of Hitler's rise, he had to deal with a man beyond his comprehension. Halifax was perhaps of all men then living the last who could comprehend the depths of depravity inherent in Hitler, depths which were yet capable of being plumbed by lesser men.

**Victim of His Own Idealism**—By Hitler he was completely hoodwinked and the shame of Munich at the moment does not exclude his name in history after Chamberlain's. One day, a juster view of Chamberlain's reasoning and actions at that time will prevail. Quite certainly Halifax was too great a gentleman for such an assignment. Appeasement is the wrong charge to bring against him. He was the victim of his own background and idealism. He went on to become Ambassador at Washington, an assignment hardly less difficult than that of Foreign Secretary; for the year was 1941. But his efforts, combined with Pearl Harbour, achieved what was hoped from him and he earned the gratitude of the Government and, as expected, the admiration and affection of the American people, if that affection was sometimes chaffingly expressed. They gently accused him of going round with the hat. He received every honour that normally comes to the most distinguished public men in Britain. He succumbed, as most of them do nowadays, to writing his memoirs, and these proved too trivial or carelessly written to enhance his reputation or to set on record a noble life. In most cases, Elder Statesmen would be better advised to leave the record of their lives to be written by trained biographers many years after their deaths. Certain it is that history one day will judge that " the guilty party " in Britain (for the shame of Munich) was the British public, sunk in selfishness, apathy and a desire for peace at any price. But none of the nation's appointed leaders who played a part in the Munich business can afford to treat any aspect of it lightly. Yet how unjust we are to them ! We never remember that most of these men were born in the '80's and bred up during the thirty years which remained of the 100 years of peace, when, broadly, respect for law and order and the sanctity of international agreements ruled, and security and continuity were not dead letters. Surely the wonder is that even one or two among them could appreciate the world-shattering revolutions which followed 1914 and could adapt themselves to a world turned upside-down, a world of thugs and dictators and of nationalism and disorder running riot.

**Trustee Investments**—It comes as no surprise that the Trustee Act is to be amended to allow those responsible for investing trust funds, new or old, subject to no specific investment clause, a wider choice than they have enjoyed for decades. For many unfortunate beneficiaries " the horses have been stolen," very notably in the last ten years of soaring equity prices. During a brief engagement in the (then new) Public Trustee Office, I watched untold millions being shovelled into the debentures and higher stocks of British Railways, in Consols and in redeemable Government securities (some of them only " so-called " redeemable), and the beneficiaries to-day have no cause to bless the Trustee Act. A case in point: Some years ago my bankers advised me to switch a large part of the pittances we had handed over in trust to our children from Trustee Securities to sound equities. I thought it rash advice from a sober banker's sober brokers, and, while reluctantly agreeing to their advice for my children, took no such action with my own unsettled pittance. Result: My pittance is worth roughly what it was then worth; my children have all doubled (and more) their nest-eggs. The proposal to enlarge the range for trustees should greatly extend the good times for equities and cause their merry rise to continue; but I suppose the effect on Government Securities will be dismal enough. As for all those countless millions which the Public Trustee and Private Trustees perforce poured into British Railway debentures, the less said about them the better. When the sun rose on nationalisation, where were they ? Indeed, both public and private trustees, looking back over the years since the wars, must be haunted by dreadful nightmares. When not restricted by the Trustee Act, their safest bet for their unfortunate beneficiaries was South American Railways ! Trustees, like other men, can take too much on trust.

**Reluctant Witness**—The long delay by fifty potentially vital witnesses in coming forward to help the police of Birmingham in their search for a maniac murderer was certainly deplorable, since time is never on the side of the Law in such cases. It is always true that the efficiency of the police rests on the support of the public, and our duty as citizens to aid the civil power is clear and constant. But if this reluctance is deplorable, it is also understandable. Only those of us who love sensation and crave for the limelight rush heartily into the witness-box. We must not expect that we shall be compensated for doing our duty as citizens so as to make that duty *pay*. Most of us have enough experience to dread being mixed up in a criminal (or indeed civil) trial, for this duty often ends in a serious dislocation of our business, not to speak of loss of our recreational hours. There may be hours spent in a police station and visits from detectives. The proceedings before the magistrates may take several days and involve as much as two days " in waiting " in discomfort for our " turn " in the box. Then one is bound over to appear at Assizes or the C.C.C. weeks ahead, when the trial may last even longer and a witness may hang about in the dismal precincts with the chance of a recall to the box. For the nervous there is always the dread of the tense atmosphere of a criminal trial and of a cruel grilling by the defence counsel in his cross-examination to shake credit, and the possibility of undesired publicity and probing by snoopers at home. It is not impossible for a self-employed man, so caught up in a trial, to suffer considerable damage to his livelihood; and the cash allowances made to him cannot hope to compensate him for loss of time and trade and for nervous strain. The Law's delays—necessary as they are—act as a deterrent to the performance of a citizen's duty, and I have sometimes felt that judges, magistrates and police do not sufficiently sympathise with or assess the loss and discomfort this duty may entail on all who neither desire nor derive pleasure from half an hour's limelight. Jurymen get much more sympathy from judges.

**Last Year's Reading**—Of new books which I reviewed and read in 1959 the palm goes to biography, and James Pope Hennessy's *Queen Mary* gets the bulk of it. There was much to interest a lawyer in *F.E.* by his son, though I noted some *corrigenda* for a new edition. *Radical Jack*, by L. Cooper, was tragically interesting and well informed. There was much in Hassall's *Edward Marsh*, though he was magnified under his gigantic sarcophagus. biography and memoirs, I enjoyed *Lord W* shuddered over the lucid revelations of the Munich in Ivone Kirkpatrick's *Inner Circle*. history, I read with interest *Admirals in* Hough, and *The Defeat of the Spanish* Mattingly. No doubt the latter was much and less biased than Froude's *Spanish Story*, that Froude deserved more than a single irrelevant point. Wilfred Thesiger's *Arabian* out in the line of explorer literature; and I Roe's *The Victorian Child*, recalling to stay-at-home childhood. For me it was a novels. I mention Jean Duncan's *My Boyds*. I did not care for her next " friend "; Cecil's *Settled Out Of Court* maintained

**WELCOMING THE NEW YEAR: Crowds throng Trafal London caused buses to be diverted and st both young and old family parties, Servicem**

N ATTRACTIONS FOR YOUNG PEOPLE OLYMPIA, IN LONDON: Underneath e signs for the Christmas Circus, unted policemen control the huge wds queueing for the National oolboy's Own Exhibition. It is e thirty-third exhibition of its kind d opened at the National Hall at mpia on December 28. Continuing til to-day (January 9), the show cludes subjects such as space pro-ts, aircraft, racing cars and cycling.

ROAD IMPROVEMENTS OUTSIDE LONDON: Cars and lorries are using the junction of the Kingston By-pass with the Hook Road, in Surrey. The junction has for long been an obstruction to the smooth flow of traffic along the Kingston By-pass and work is now almost completed in making it a two-level crossing. The underpass will take traffic from the Kingston By-pass and the flyover traffic from the Hook Road.

ong lawyer readers. But good heavens! when they that happy times do not make for great literature, tainly days of cynicism and revolt and money-grubbing not make for classic novels. The Victorians leave us the post. I have said enough and say no more of *umph in the West*.

"This Agreement Witnesseth"—In 1954 Scottish Engineering Employers' Association set as a Christmas card an imaginary "agreement" to all icerned in their industry. Its preamble recognised that "spirit of Christmas" (the practice, and resolve continue the practice, of Christian virtues of tolerance,

960 begins. The traditional revelry in the centre of ed to traffic. The many thousands of people included nurses. There was singing and dancing during the night.

unselfishness, comradeship, fair play, and so on) tends to die out about the New Year. The heart of the "agreement" between management and employees was to keep the practices alive as long as possible in the hope that they might eventually become established usage. It ended: "This agreement, which no one with the interests of our country at heart, could wish to revoke, shall take effect from the start of the pay period beginning January 6, 1955." It was, of course, like all agreements, two-sided. It proved a popular Christmas-card and, I suppose, like all other Christmas-cards, it gathered dust on the forgotten shelf after Twelfth Night. But it might be used again for Christmas 1960, unless before then industrial relations have vastly improved as a result of the realisation by all concerned in industry that for some years past such relations, here and there, have conjured up the picture of monkeys sawing through the branch they sit on. I have to thank Sir Ernest Field, former Director of that Association, for sending me a copy of that five-year-old Christmas-card. I don't know how long the spirit of Christmas survived in the businesses concerned after the pay period beginning January 6, 1955.

Making the Weasel Pop—In 1961 the Eton Society will be 150 years old. The centenary of "Pop" was celebrated in 1911 by a grand dinner, when illustrious names and wines were rolled round the tongue. And now I understand that already plans are on foot for another grand dinner in 1961, and that Lord Home has accepted the presidency of the Organising Committee. I wonder if this is not trailing a long-tailed coat. Since 1911 violent social revolutions have turned us all upside-down, and there are few landmarks surviving to identify the pre-war world with the present. In 1911 there were popular journals solely devoted to high Society and noble names, and these were treated with seriousness and veneration. To-day, I rather fear, the reportage of the doings of "noble names" is designed to reveal scandals and absurdities, with tongue in cheek, and perhaps the only relic of 1911 in that field is the daily reminder of the birthdays of anybody with a title, however insignificant, carried on from the old *Morning Post* by the *Daily Telegraph*. Then again in 1911 the old public schools were institutions widely admired and respected. To-day they are targets for criticism in many sections of our democracy. What I fear is that, when the Organising Committee get down to brass tacks, they may find a serious deficiency of Labour leaders and Left-Wing peers among the surviving thousand members of "Pop"; and, if that be so, Socialist "weasels" will pop, the Eton boating song will grate on the ears of half the nation, and the Tory Government, then reaching the dangerous age, will be accused of being rather too U. Perhaps the Secretary of State for Commonwealth Affairs will be wise to think again and stick to business. We are all so touchy nowadays, and inclined to pop off on the smallest provocation. "Pop" is less popular than it was and some regard its glorification as poppy-cock. But no doubt Lord Home and the thousand will all swing together on a date to be fixed.

Macaulay—The centenary of Macaulay's death reminded me of the enormous pleasure I derived from his "lays" in boyhood; and when I pulled down from the shelf the first volume of his *History*, the dirty and dog's-eared state of Chapter III was proof enough that I had all my life returned to it again and again with delight. G. M. Trevelyan set out in *The Times* on the centenary date an estimate of his worth as a historian which, if it has not always been acknowledged, seems (and has always seemed) just to me. Certainly history was never meant to be dull reading, and in our own day that charge can be brought against it. As for bias, it is not a stone which modern historians are wise to fling. I am certainly absolved from trying to dot G. M. Trevelyan's "i's." He *should* know. My footnote shall be merely a link with the past. Macaulay was born in 1800. Sydney Holland, who died in 1931, by no means an old man, gave me as one of his earliest boyhood recollections a visit paid with his stepmother to her uncle, Lord Macaulay, at Holly Lodge. He recalled clearly the study with the big writing-table in the window; clearer still in his memory was the elusive jelly which the great man called for and offered him—on a hot plate! Sydney Holland, Lord Knutsford, that "Prince of Beggars," was interested in such links and certainly had one very near home. For Lady Knutsford, who was alive in 1947, was the daughter of the 4th Earl of Ashburnham, who was born in the eighteenth century—in 1797, three years before Macaulay's birth.

High and Dry?—I have kept weather records for thirty years. It is more interesting, if less profitable, than keeping poultry. During those thirty years of weather recording, I never collected as much as 8 ins. of rain in any month, though quite often over 7 ins. December 1959 has broken all records for my area of Central Southern England. I recorded 9·77 ins. of rain. I should say that it was not only the wettest month in thirty years but the worst for constant gales, for unseasonable thunder and for deficiency of sunshine. I doubt also whether a more miserable Christmas holiday ever taunted "the workers." So much for the famous year of our record drought. We pay for our fun punctually through the nose and through our tiles and waterproofs. Our notable year of drought has given us a rainfall well above average and practically the same as in that wet year 1958—about 37 ins.

THE OLD STAGER

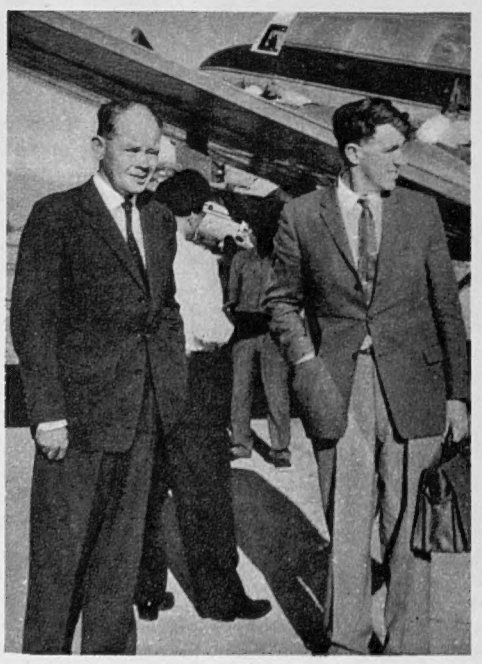
**A FAMILY MEETING IN AN EGYPTIAN GAOL: Wearing the cowboy suit his father had given him as a present, Gerald, aged two-and-a-half years, kisses his father, Mr. James Zarb. On the right is Mrs. Elda Zarb.** Mr. Zarb, who is serving a ten-year sentence for espionage, was seeing his son for the first time. The meeting took place on Friday of last week in the Governor's office of Turah Prison, Cairo. The Governor of the prison, Brigadier Dissouki Bishlawl, said that Mrs. Zarb would be permitted to see her husband every second day for the first week of her visit and afterwards once a week. In her last week in Cairo she would be allowed two visits. Mrs. Zarb, who has three daughters in England, said she would stay in Cairo for three or four weeks. The arrival of Mrs. Zarb and her son was front-page news in Cairo newspapers, and it was felt, according to reports, that the visit might well help her husband's cause.

**A NEW QUEEN'S FIRST OFFICIAL FUNCTION: In the Imperial Palace in Teheran are, from the left: Michel Infantolino; Said Herovabadi; Queen Farah; Simone Infantolino and Louis Infantolino. It was the Shah of Persia's wife's first function in her new role. The Infantolino children are French orphans, their parents having died in the Fréjus disaster. The children had been invited by the Imperial Court to spend a fortnight in Persia. Said is a young Persian boy who returned from France after being cured of a blood disease. The audience took place on December 24. Last week the Shah and Queen Farah were on a delayed honeymoon on the Caspian Sea.**

*On left—*

**A MARSHAL OF TH ADEN: Lord Te talks with Majo N. H. C. Bray (left Commander-in-Ch British Forces on Peninsula, and A shall David Lee Officer Command Arabian Peninsul** on an unofficial tour, was investigating behalf complaints modation. Quarter service families in A described as "slum order was being con authorities last we married troops di their accommodati their wives and fami

# PEOP IN T NEW

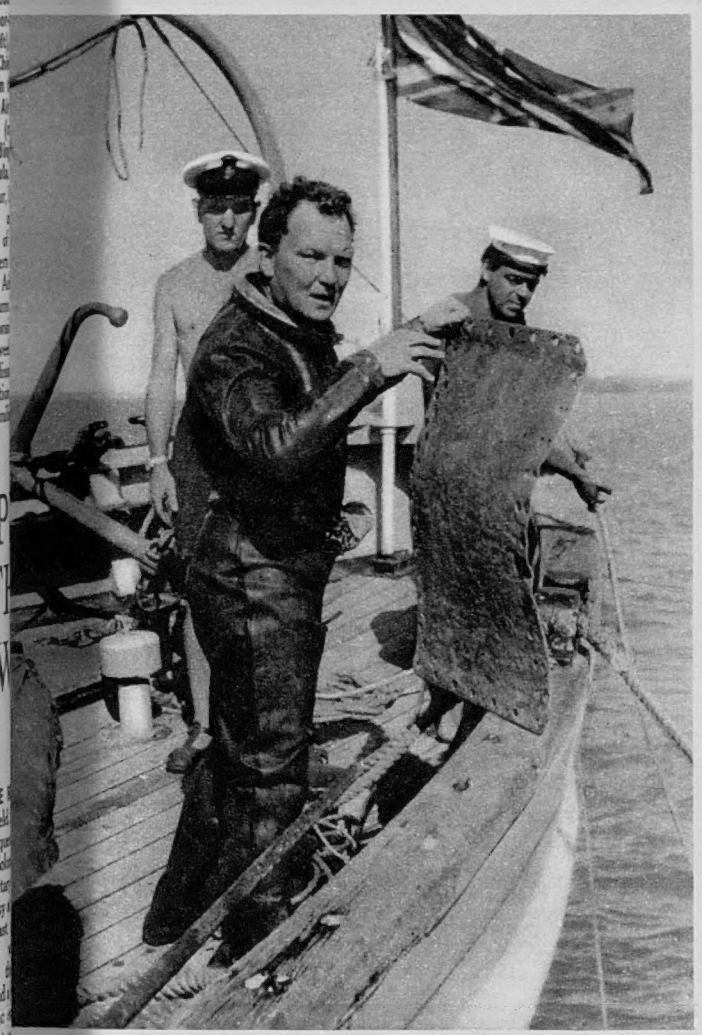


*On left—*

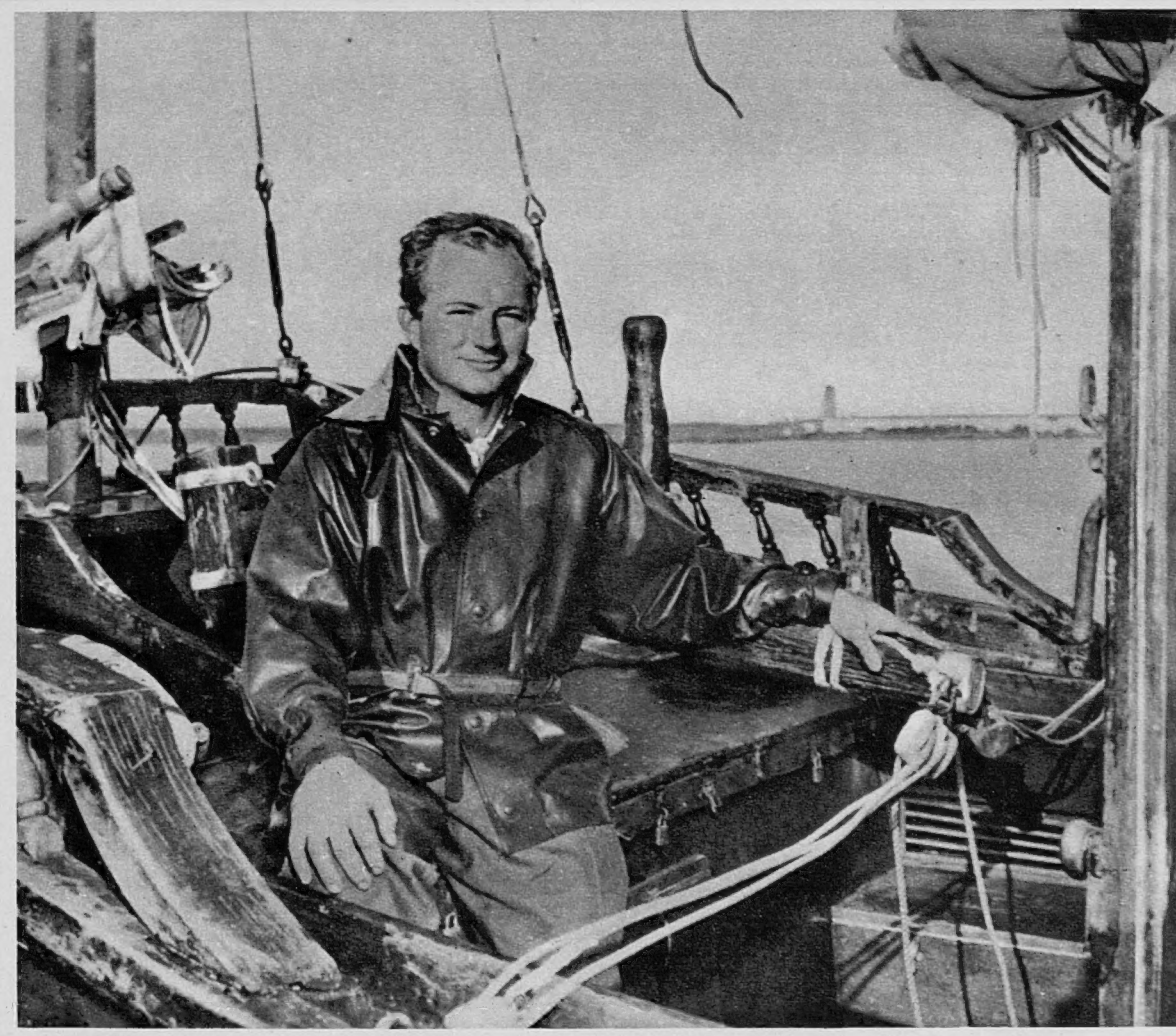
**A RETURN TO THE** At Katmandu airfield Hillary (right) conq Everest, is with Col Roberts, the milit the British Embassy Visiting Nepal last Edmund Hillary permission from Government to lead American scientific the Mount Everest planned to climb 27,790-ft.-high peak use of oxygen. Col is planning to lea expedition to climb an unclimbed mount high, situated in C

**RD DUNROSSIL SAILS FOR AUSTRALIA: On board the liner *Ceramic* at the Royal Albert Dock, London, are Lord and Lady Dunrossil, with their two sons, the Rev. R. Morrison (left) and Mr. G. Morrison.** They did not sail with their parents. Lord Dunrossil, then Mr. W. S. Morrison, was Speaker of the House of Commons until the General Election. He left England at the beginning of the year to take up his post as Governor-General of Australia. In a farewell message, he said that the warm welcome which awaited him had been abundantly proved by the many messages of great good will from Australia.

**A LEADING PAKISTANI CRICKETER MARRIED: In Karachi, after the wedding ceremony, Hanif Mohammed is seated with his bride, Sham Shad Begum.** They are inside the special tent, called the Mandap, which was erected for the ceremony known as the Nikah. During the wedding the groom wore a Sehra, a garland of special flowers, according to local custom. Hanif Mohammed, a member of the Pakistani XI, is one of the most prolific scoring of the leading batsmen of the world. In 1958, at Bridgetown, he scored 337 in a Test Match against the West Indies. Last year, during a minor inter-county match between Karachi and Bahawalpur, he scored 499, one of the highest innings ever recorded.



**GEORGE MEDAL FOR A NAVAL OFFICER: Lieutenant (S.D.) P. J. Messervy is seen wearing his diving suit during salvage operations in Singapore Harbour. He was awarded the George Medal for work on a Japanese submarine sunk during the war. He used a flame-cutter within inches of 2½ tons of high explosive to remove live torpedoes from the wreck. The work was carried out in water over 40-ft. deep, in visibility varying, at best, from 2 to 3 ft. but which was usually zero.**

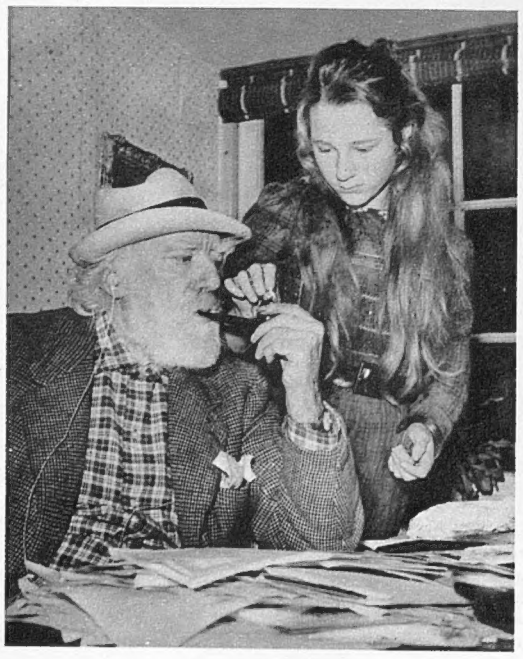


**FROM HONG KONG TO CALIFORNIA IN A JUNK: A twenty-three-year-old Briton, Mr. Brian Platt, is seated at the tiller of the Chinese junk, *High Tea*, after being towed into harbour at Eureka, in Southern California. He sailed the *High Tea* single-handed on the 7,100-mile journey; 600 miles to the north of Midway, he lost the mainmast in rough seas, and off the American coast, the foremast went overboard as well. Mr. Platt was rescued on Christmas Day by members of the United States Coastguard, and towed into harbour. He said he had not been on a beach for over two months and had been living out of tins. A former civil servant in Malaya, Mr. Platt did not possess a great deal of sailing experience.**

**AUGUSTUS JOHN, O.M., IS EIGHTY-TWO: The eminent artist smokes a cigar as he poses before the camera in the study of his home, Fryern Court, at Fordingbridge, in Hampshire. He was being photographed to mark his eighty-second birthday on Monday of this week.** Behind him on the shelf of the low bookcase and walls are some of his busts and paintings. Several other drawings and paintings are pinned to the large bookcase on the left. The centre sculpture, immediately behind the artist, is of his eldest daughter. Next to it, on the right, is one of a Norwegian woman. Augustus John, who was born at Tenby, in Pembrokeshire, came to London in the '90's. In the Great War he served as an official war artist and shared the privilege of wearing a beard with only two other officers. He was awarded the Order of Merit eighteen years ago. In last year's Royal Academy Augustus John had two paintings. They were "Dorelia" and "Simone." It is now twenty years since his re-election as an R.A.

# AUGUSTUS JOHN ON HIS EIGHTY-SECOND BIRTHDAY

*The Artist Faces the Camera in the Study of His Hampshire Home*



*On right—*

**THE ARTIST AT HOME: Wearing a straw hat and check shirt, the artist holds his pipe and watches intently while his thirteen-year-old grand-daughter, Sara John, holds a lighted match. Sara, who comes from Mousehole, in Cornwall, was one of Augustus John's grand-children who joined the artist at Fording-bridge for Christmas and the New Year.**

**WITH MEMBERS OF HIS FAMILY: Augustus John, sitting in his study, is joined by his daughter-in-law, Mrs. David John, and his nine-year-old grand-daughter, Fenella, for a birthday picture. To-day, Augustus John is referred to with affection as the "Grand Old Man of British art."**

# THE NEWS IN PICTURES

**A POSSIBLE CANDIDATE FOR THE U.S. PRESIDENCY: Senator John F. Kennedy, of Massachusetts, poses with his wife, in Washington, after announcing his intention of running for the Democratic candidature in the Presidential election in the United States next November.** He will start his campaign by standing in several primary elections, beginning with New Hampshire in March. The forty-two-year-old Senator entered the New Year as the most likely Democratic candidate, according to several public opinion polls. He is the first Roman Catholic seriously to attempt to obtain the Democratic "ticket" since Al Smith was nominated in 1928 but defeated at the polls by the Republican Herbert Hoover.

**ANTI-NUCLEAR WEAPONS DEMONSTRATION IN NORTHAMPTONSHIRE: Police move participants in the protest march on to the grass verge outside the R.A.F. Thor rocket base at Harrington, in Northamptonshire. About 500 people took part in the demonstration last Saturday which was organised by the Direct Action Committee Against Nuclear War and the Campaign for Nuclear Disarmament.** The march started from Rothwell, three miles from Harrington. When the demonstrators reached the rocket base, they were warned by the police that if they caused obstruction or trespassed they would be taken into custody. A number of members of the Direct Action Committee deliberately invited arrest. On being charged at a special court at Northampton seventy-three refused bail.

**THE ANTI-JEWISH INCIDENTS IN GERMANY: At a Press conference in Düsseldorf, Herr Wilhelm Meinberg, Chairman of the German Reich Party, an extreme right-wing organisation, raises his arm in making a point.** Herr Meinberg, a former Nazi S.A., denied that the party was implicated in the various anti-Jewish incidents in West Germany last month.

**A PROTEST AT SOUTH AFRICA HOUSE, IN LONDON: Mr. Fenner Brockway, M.P., holds the letter which he is about to hand in for the High Commissioner.** The Labour Member for Eton and Slough was leading a deputation to South Africa House supporting the demand to the Union Government to end the banishment of the African trade union leader, Mrs. Mafekeng.

*On left—*

**UNPITCHING A TENT: A policeman starts removing the pegs from a tent marked "Hastings." Demonstrators had aimed at keeping their tents outside Harrington base, but they were soon removed.**

**THE FIRST NEW INDEPENDENT AFRICAN STATE OF 1960: Gaily-dressed tribesmen rehearse for the Independence Day parade in Yaoundé, in the Cameroons. The area of this part of West Africa which was a United Nations Trust Territory administered by France became an independent republic on New Year's Day.** The eve of independence was marred by violence in the port of Douala when members of the banned Cameroon People's Union attacked several quarters of the town. Forty people were reported dead, among them being three Europeans. Other African territories due for independence this year include Nigeria and Somalia.

**TWO FRENCH PRISONERS FREED BY ALGERIAN NATIONALISTS: Wearing Red Crescent armbands two French servicemen, Henri Garrat (centre) and Marcel Braun, sit in Rabat. With them is M. Bousslem, a Secretary at the "Embassy of the Algerian Government in Exile" in the capital of Morocco.** The two soldiers were about to be handed over by the Algerian Nationalists to the Moroccan authorities, who were to arrange for their return to France. Garrat and Braun are both aged twenty-two. It was reported from Rabat that they had been taken prisoner in a Nationalist ambush near the Moroccan border last July. The Algerian question and the future of the North African territory continued to be one of the major problems for the French Government as the year 1960 dawned.

## THE NEWS IN PICTURES

**HISTORIC DOCUMENTS DESTROYED AT LUNEBURG: The ancient library in the German town near Hamburg is a scene of devastation.** Many valuable books and manuscripts, some dating from the eighteenth century, were irretrievably damaged. It was believed that the fire was caused by an incendiary in the town. Firemen found signs that the doors had been broken down. Before Christmas a fire destroyed Lüneburg's old market hall.

**AN AMERICAN TRAIN WRECKED BY A LANDSLIDE: The first five coaches of an express train lie in the ic waters of Puget Sound, near Seattle, in the State of Washington.** A great scar is left on the tree-cover hillside where the landslide moved down across the railway tracks. Several other coaches were also derail It was reported that at least ten people, six of them members of the train staff, were injured. Salvage and resc workers, using mobile cranes, worked round the clock to clear the line and to enable the services of the Gre Northern Railway Company to be resumed. It was not certain if bad weather had been the cause of the landsli

**THE AFTERMATH OF THE CHRISTMAS STORMS: At Gloucester, the River Severn overflowed its banks and inundated much of the surrounding land.** The main railway line into the city remains out of the water. In the centre background can be seen Gloucester Cathedral. The very heavy rains continued in western parts of the British Isles over the New Year. High winds at sea meant that the Seven Stones lightship was relieved several days late. The Wolf, Eddystone and Bishop's Rock lighthouses were isolated.

**WIDESPREAD FLOODING IN IRELAND: Cottages and trees are surrounded by the floodwaters of the Riv Shannon, which overflowed its banks after the prolonged heavy rains.** It was reported that at the tu of the year the level of the river was over 16 ft. above normal and only 7 ins. below the highest ever recorde A number of people were rescued from lonely farms, much of the work being undertaken by Irish Army uni The military camp at Carna was reopened to house the evacuees and a 24-hour alert was maintained by the Arm There were reports of flooding in many parts of England and Wales, along the western coasts from Liverpool Devon and Cornwall. The Christmas mail for Lundy Island was delayed by storms until January

**THE NEW PRESIDENT OF THE INDIAN NATIONAL CONGRESS: Mr. Neelam Sanjiva Reddy has a garland of flowers round his neck on arrival in Delhi to take up office. With him is the outgoing President of Congress, Mrs. Indira Gandhi, the daughter of Mr. Nehru.** At the beginning of this week attention in India continued to be focused on the Frontier dispute with China by the arrival of yet another note from Pekin. This was in reply to Mr. Nehru's note refusing to accept Mr. Chou En-lai's suggestion of a meeting between them on December 26. The Chinese Premier still seemed to be hoping to persuade Mr. Nehru into such a meeting.

**A MEETING BETWEEN ASIAN PRIME MINISTERS: Prince Norodom Sihanouk, Premier o Cambodia, and Mr. Nehru are seen together on the former's arrival in Delhi for visit to India. During his tour Prince Norodom repeated in an interview his sugge tion for the summoning of a conference of uncommitted nations to discuss mean of lessening world tension.** This was believed to have been among the subjects of the talk between the two Prime Ministers. Another matter which may have claimed their attentio was the new internal situation in Laos, with the establishment of a military Government there

## THE NEWS IN PICTURES

**A RUNAWAY TRAIN:** The tender and engine of a coal train are derailed on a level-crossing at Earlestown, Lancashire. When the brakes of the engine failed, the fireman jumped off the footplate and tried to apply the hand-brakes of each of the thirty-five wagons. The driver stayed in the cabin trying to halt the engine. He jumped out just before the train crashed through the level-crossing. No one was injured in the accident.

*On right—*

**THE NEW U.K. COMMISSIONER FOR SINGAPORE:** Lord Selkirk and his wife are seen in London on the day they left for Singapore, where he has succeeded Sir William Goode as United Kingdom Commissioner. Lord Selkirk is also Commissioner for South-East Asia, assuming the functions previously discharged by the Commissioner-General for that area. Aged fifty-four, the new Commissioner was Paymaster-General from 1953 to 1955; Chancellor of the Duchy of Lancaster, 1955-57; and First Lord of the Admiralty, 1957-58.

**AN ACCIDENT AT BARTON BRIDGE, LANCASHIRE: Steel girders, each 265 ft. long, which collapsed while being put into position, hang down over the wreckage of scaffolding and a fallen girder on the ground.** Two men were killed and eight others injured when a girder toppled 75 ft. from the high-level bridge which is being constructed over the Manchester Ship Canal. This was the second fatal accident in the erection of the bridge; four men were killed last February. The spidermen involved in the accident, on Wednesday of last week, were employees of the United Steel Construction Company Ltd., of Scunthorpe, which recently took over the contract for steel erection from Samuel Butler and Company Ltd., of Leeds. The bridge, part of the Stretford-Eccles by-pass, is due for completion in the spring.

*On left—*

**A CONTENDER FOR THE UNITED STATES PRESIDENCY: Mr. Hubert Humphrey, Democratic Senator for Minnesota, announces at a Press conference in Washington that he will seek nomination as his party's candidate in this year's Presidential election.** Forty-eight years old and in the liberal wing of the Democrats, the Senator is Chairman of the Senate's Disarmament Sub-Committee. At his Press conference he confidently predicted he could beat Vice-President Nixon, the likely Republican candidate. Other "runners" at the Democratic convention are expected to include Senator Wayne Morse and Senator Kennedy.

**THE WORLD REFUGEE YEAR APPEAL: In the London Regional Office of the Women's Voluntary Service Lady Churchill talks with members dealing with donations sent in from all over the country. On the right is Lady Hillingdon, Vice-Chairman of the W.V.S., and in the left foreground Mrs. Davis, a member from Hornsey.** In answer to a broadcast appeal on December 20 by Lady Churchill thousands of letters have arrived; in two days the W.V.S. acknowledged 2,350 letters containing £6,656. The donations have come from women of all ages. The national target for World Refugee Year is £2,000,000, £1,100,000 having been received since June 1. Various organisations are taking part.

**THREE TRISTANS TO ONE ISOLDE: Birgit Nilsson, the Swedish prima donna of the New York Opera, stands with, from left—Ramon Vinay; Karl Liebl and Albert da Costa between acts in Wagner's *Tristan and Isolde*.** The three tenors are the only members of the Metropolitan Opera who can sing Tristan. A few hours before a performance last week Mr. Vinay, who was scheduled for the part, reported he was suffering from a severe cold. The other two tenors, when asked to substitute for him, said they were similarly afflicted. Mr. Bing, the general manager, then proposed each should sing one act to Birgit Nilsson's Isolde. This was agreed and one of opera's most curious records was established.

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## THE NEWS IN PICTURES

**A ROYAL VISIT TO CENTRAL AFRICA: King Baudouin of the Belgians meets members of the Congo police force at a post on the Usumbura-Bukavu road during his fact-finding tour of the Belgian Congo.** This was one of the happier occasions during the King's journeys in his African territory. When he drove into Leopoldville, the Belgian Congo's capital, he passed large crowds among which cries of "Long Live the King" were frequently countered by shouts of "Long Live Independence."

**POLLING IN THE BELGIAN CONGO: Electors queue at a polling booth in Luluabourg to record their votes in the elections for urban councils. This was a stage in the Belgian Congo's constitutional development which was announced last year.** The Abako, the most powerful of the Congolese Nationalist parties, boycotted the poll, having announced its intention of assuming responsibility for the administration of the Lower Congo at the beginning of this year. During these elections King Baudouin was in the territory of Ruanda-Urundi, held by Belgium under U.N. Trusteeship

**A MEETING BETWEEN HEADS OF STATE IN THE FAR EAST: King Phumipol Adulyadej of Siam (left) sits with President Ngo dinh Diem of South Vietnam in the Presidential Palace in Saigon, the South Vietnamese capital. The King was on a State visit. During his talks with the President the problem of relations with China was a major topic.**

**TRANSPORT TRIALS BY THE UNITED STATES ARMY IN THE ARCTIC: The three soldiers standing by a wheel of a U.S. Army Logistical Cargo Carrier (Overland Train) give an idea of the size of this transport for the Arctic snows. The wheel has a diameter of 9½ ft.** Exercises were recently carried out with these vehicles as part of the training programme for the U.S. forces stationed in the areas around the North Pole. America is also active in the Antarctic. On Christmas Day, at the U.S. station at the South Pole, personnel welcomed the Russian expedition who had made a historic trek from Mirny

**A NEAR-DISASTER IN THE UNITED STATES: Thick smoke billows from a burning tug-boat, the *Celio*, in the harbour at Crescent City, in Northern California. Moored at a jetty and only a few feet away from the burning vessel is a huge tanker barge containing 800,000 gallons of high-octane petroleum.** The fire on the tug started after an explosion on board. One member of the crew was killed in the blast and another injured, and the boat got out of control. While firemen fought the blaze the entire waterfront of Crescent City and all the vessels in the habour area were evacuated. It was three hours before a United States Coast Guard cutter managed to get a line aboard the *Celio*. The boat was then towed out to sea.

**AN AMERICAN FACTORY REOPENS: A National Guardsman patrols the main gate of the Wilson and Company meat-packing plant at Albert Lea, in Minnesota. Beside him are two pickets of the United Packinghouse Union.** There was only a token force of pickets present at the plant when it re-opened under a Federal Court Order on December 28. It was closed earlier in the month under martial law, after trouble between workers and pickets. There is labour unrest in other industries in America. Leaders from union and management sides of the steel industry have so far not agreed in negotiations while workers are back at work for an interim period under the Taft-Hartley Act.

*World Affairs*

# THE DEVELOPING CRISIS IN AFRICA

By JOHN CONNELL

THE Prime Minister has set off on his long and momentous African journey Over a week before he went, it was possible for his office to announce the names of the last three men to be appointed to the Monckton Commission: Lord Shawcross, Mr Aidan Crawley and Sir Charles Arden-Clarke. Immediately afterwards it was being hinted in the purlieus of Westminster and Fleet Street that Mr. Macmillan had been scraping the barrel of former Labour M.P.s solely in order to irritate and mock the Opposition.

The alternative explanation that, in face of the Labour Party's sour and implacable hostility to the Commission and to its terms of reference, the Prime Minister has striven to appoint men of independent outlook who may be expected to manifest their independence as much in the work of the Commission as in Parliament or the Press, was howled down by the cynics. Even they, however, could find nothing to cavil at in the appointment of Sir Charles Arden-Clarke, the last Governor and first Governor-General of Ghana. All three, and their colleagues on the Commission, have shown courage and a high sense of public responsibility for which they deserve some gratitude and praise.

Yet the likelihood of theirs proving an exceptionally thankless task is considerable. The obsession of a minority of Africans with the rapid attainment of total political power is now absolute. That this political power can only be achieved at the cost—enormous by any reckoning—of human misery and injustice, of economic impoverishment and the retardation of social progress, they recklessly disregard. Let them but hold office and be able to issue orders, and if society collapses and bankruptcy faces their countries, then, for sure, Britain, America, Western Europe will all come rushing to their assistance, to prevent Africa from " going Communist." This particular ploy, they have noticed, has worked very well in Asia; why should it not prove just as effective in Africa?

This is the kind of attitude, as dangerous as it is irrational, which the Monckton Commission will have to face. If the Labour Party had permitted some of its members to shoulder what others regard as their obvious duty, they at least would have had some knowledge of the realities of the African crisis. In a not-dissimilar situation, rather more than thirty years ago, the then Opposition allowed a former Assistant Postmaster-General, Mr. Clement Attlee, to be a member of the Simon Commission in India. The future leader of the Labour Party and Prime Minister learned a great deal about India—a knowledge which markedly distinguished him, both in speech and in action, from the great, ignorant majority of his Party.

The involvement of Africa's developing crisis in Britain's internal politics is as inevitable as it is lamentable. However much we may deplore it, this is the familiar pattern. It happened over North America, over South Africa, over Ireland and over India. Each particular repetition of the experience had its own series of warnings which, next time, were virtually ignored. We have had as a nation, in all phases of our history, a remarkable capacity (some of us say that it is only an *English* characteristic, and that other races in the United Kingdom do not share it) for pretending that our sharpest defeats and setbacks were glorious victories.

In the two processes—one slow and protracted, the other a rapid scamper—of building up an Empire and of liquidating it, we have more than once been brought face to face with the complex consequences of this illusion. But how strenuously we try to dodge them, particularly if we happen to be of the anti-Imperialist persuasion. I read in some respectable Left-Wing journal the other day a review of Mr. Lovat Dickson's autobiographical essay, *The Ante-Room.* The writer had seen a statement on the dust-jacket that Mr. Dickson is " of Canadian United Empire Loyalist extraction, Australian birth, and Empire upbringing." With ponderous playfulness, because he really rather liked the book, the critic warned his readers not to be put off; behind these sinister phrases there was a pleasant and appealing story.

What he failed to realise—or at any rate to communicate to his readers—is that, for any Canadian, to be of United Empire Loyalist descent is a fact of general historical as well as personal importance. The existence of United Empire Loyalists from the late eighteenth century onwards was one of these embarrassing but intractable consequences of previous Imperial policy which my side, in our domestic political life, thinks to be vitally—often tragically—significant, to which we attach intense, perhaps too intense, an emotional value, but which the other side tends to despise and ignore. The classic example of this profound, and as I fear, ineradicable, difference of outlook is the Ulster Unionist movement and the continued, but severely jeopardised, existence to-day of Northern Ireland as part of the United Kingdom.

We have failed to learn its lesson, as we failed to learn the earlier lesson of the United Empire Loyalists in North America. Yet it is quite simple and deserves to be put in brutally simple terms: that you never have the right, and you seldom have the practical capacity, when you are conceding power to a numerical majority in any territory, to compel a minority, different in race, religion and outlook, to submit to that majority's rule. You cannot sell your brother into bondage; if you do, you commit a crime for which you will, in the end, pay a hideous penalty.

This is the issue which the Left, the anti-Imperialists, the abandoners of power, always seek to evade, and they have developed a formidable technique of minimising its gravity. The minority's rights, and our responsibilities to them, are ignored; they are depicted as obscurantist and reactionary, and their protests at being betrayed are dismissed as vain and frivolous and quite unrepresentative. And if and when they take measures in their own self-defence they are clamorously condemned.

An influential English journal of opinion, in one of those jog-trot surveys in which we are all apt to indulge at the turn of a year or of a decade, observed that the fundamental issue in Africa in the next twelve months was bound to be the fact that thousands of Europeans were going to learn to live under the rule of millions of Africans. The casual way in which this proposition was taken for granted struck me with awe and a good deal of alarm. Supposing, I asked myself, they do not?

I have even less desire than I have capacity to promote or encourage any form of " settler resistance " to the transfer of political power to African leaders in regions where there are large, long-established white European communities. But I am convinced that it is extremely imprudent to ignore the possibility of such a resistance emerging, though I am not prepared to predict the form it would take. And I believe that it would be infamous to try to compel these communities by force, either military or economic, to submit to African rule if they do not, of their own free will, accept that rule. I also believe it to be cowardly and dishonourable to try to evade or slur over the moral challenge implicit in this issue.

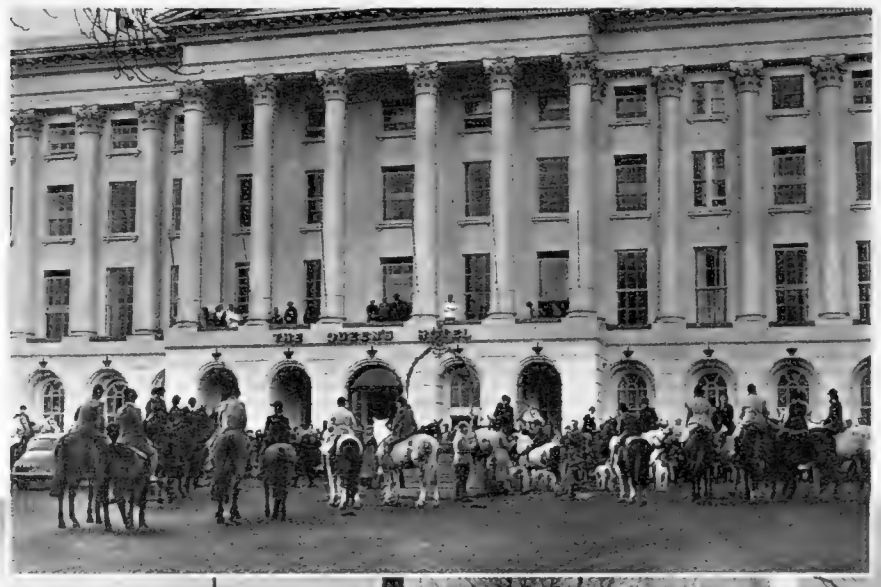
It is all very well to say, " Trust to the good sense, the moderation and sense of responsibility of the African leaders." The United Empire Loyalists did not trust the good sense and moderation of the founding fathers of the United States of America, men who were both wiser and better educated than, for example, Mr. Tom M'boya and Dr. Hastings Banda—and I mean no disrespect to either. The Ulster Unionists did not trust the good sense and moderation either of the Irish Nationalists or of Sinn Fein. The Muslims in India did not trust to the good sense and moderation of the Hindu majority among whom they lived. In all these instances communal mistrust and suspicion may or may not have been justified; the plain fact was that these emotions were powerful and persistent enough for it to be an outrage to compel the minority to submit to the majority's rule.

It is easy enough—and quite futile—to point out to the members of a minority, who believe themselves to be in jeopardy, that their fears are groundless. It is a good deal more difficult to say to the leaders of a majority, who are conscious of wrongs and injustices to be avenged, and who foresee their own imminent and triumphant accession to political power: " Be tolerant and wise; don't act in haste or vindictiveness; be responsible and statesmanlike." But it might be worth making the effort.

**GHANA HONOURS ONE OF ITS FOUNDERS: At a banquet given to him in Accra in May 1957, Sir Charles Arden-Clarke, the first Governor-General of Ghana, talks with Dr. Nkrumah, the Prime Minister. This was the last public function Sir Charles attended before his retirement. Until March 1957 he was Governor of Gold Coast and was closely concerned with its transformation into independent Ghana. Last month he was appointed to the Monckton Commission.**

British politicians, clergy, men and women of—allegedly—goodwill of all kinds, are ardently interesting themselves in the affairs of the Union of South Africa. I myself believe *apartheid* to be quite vile and doomed to tragic and bloody failure; but I wish that some of the moral energy and the enthusiasm, whose sincerity I do not question, which are now being expended on denouncing *apartheid*, would be canalised into persuading political leaders elsewhere in Africa to realise that they themselves are just as capable of brutality, tyranny, corruption and gross injustice between man and man, as any Afrikaner, and that it is their abuse of power, their incapacity to exercise it fairly and honourably, which the white settlers in their midst dread and fear.

It is a harsh thing to say to any man—to a man as ambitious and self-confident as Mr. Tom M'Boya, or a man as zealously dedicated and religious as Dr. Banda—" You are not trusted." But would not the warning have a good deal more authority, and possibly effect, if it were uttered now, before it is too late, by people who proclaim themselves the friends of African independence? They will have to be quick and brave, for there is grievously little time left.



IN THE CENTRE OF A FINE REGENCY TOWN IN GLOUCESTERSHIRE: The Cotswold Hun... off along the Promenade, the famous tree-lined street in Cheltenham, on Bo... *On left*—Riders, as they gather for the meet, are watched from the balcon... Queen's Hotel, the splendid Regency building at the top of the Promenade. ...wold this season has Joint-Masters: Sir H. F. Arbuthnot, who is also Huntsman, an... Brutton. Cheltenham is the centre of its country, which lies in Gloucestershire. A... tomary, meets of foxhounds were held all over Britain on the days following Christ... weather was sometimes poor, but there was plenty of good sport. With a third of t... past, hunting enthusiasts will soon begin studying form for fields in the point-to-po...

# THE HUNTING FIEL...

*End-of-the-Year Meets of Foxhounds in Southern England and the M...*

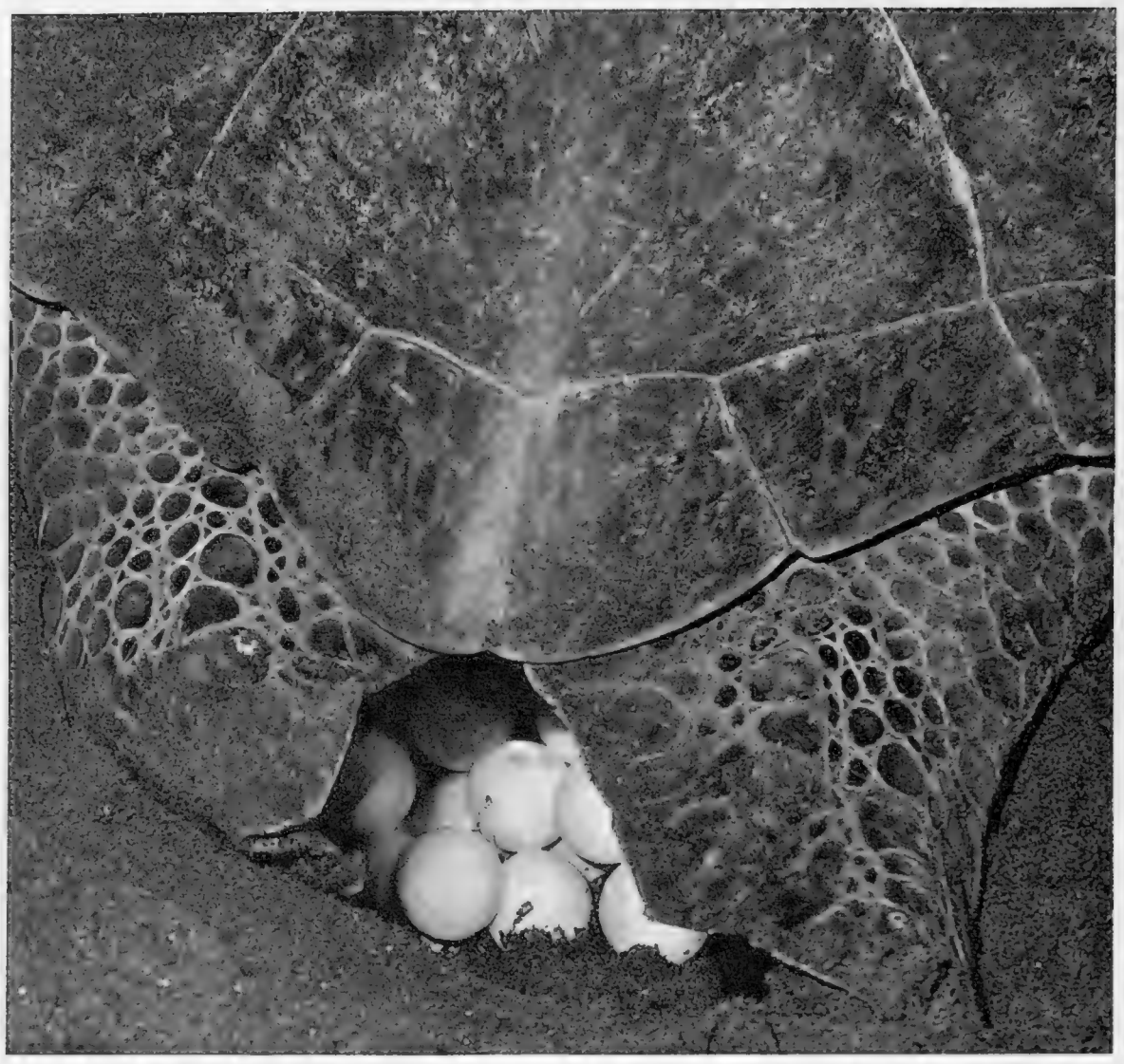
THIRTY MILES FROM LONDON: Jack Higman, the whipper-in of the Old Surrey and Burstow, leads hounds to the meet at the Old Felbridge Hotel, in East Grinstead, Sussex. On left behind is Jack Champion, Huntsman since 1947.

MOVING OFF FOR THE DAY'S SPORT: Young riders are among those setting out at East Grinst... the Old Surrey and Burstow. The hunt, a very popular one, has country extending ... three counties—Surrey, Sussex and Kent. Among its other centres are Redhill and Ed...

EET AND A MISHAP: The ld assembles at the ttle Market in Tetbury, Gloucestershire, for a eet of the Duke of Beaurt's. The street in the ckground is flanked by me examples of the riety of excellent buildgs of many periods nich are a feature of tbury. When the hunt oved off at this meet on ecember 28 a quarry was on found. Hounds were full cry when the dog-fox nt to ground near a raily cutting. Several hounds re unable to stop and nged over a drop of about ft. to the railway lines ow. Two landed on a ge half-way down on ir fall and were coaxed k by Major Gerald Gunwho is Joint-Master h the Duke of Beaufort. the hounds involved in mishap were reported have been found unhurt.

ight—

GARTH: The hunt meets Wokingham, which is e of the chief centres this famous pack in rkshire and Hampre. Bracknell, where unds are kennelled, idenhead, Windsor d Hook are other vourite places for ets. The Mastership the Garth is invested present in a Committee.



A LARGE-SIZED CLUTCH: A female Green Turtle sits on its nest containing as many as 100 eggs. The picture was taken at the hatchery of the Caribbean Conservation Corporation at Tortuguero, Costa Rica, which aims at protecting and therefore increasing the supplies of turtles as food.

MAKING A NEST: A hole is dug in the sand by a female turtle. T creatures are very cumbersome ashore and fall easy prey hunters unless they are in an area where hatching is protect

READY FOR A JOURNEY: With plastic discs on their hind feet, b turtles are boxed so that they can be flown from ortug to places where there are also protected beaches for nest

IDENTIFICATION TAG: A baby turtle has a plastic disc clipped to it. By means a Tortuguero turtle can easily be identified at another nest beach and the progress followed of the exports sent from the hatch

# HATCHERY FOR TURTLES

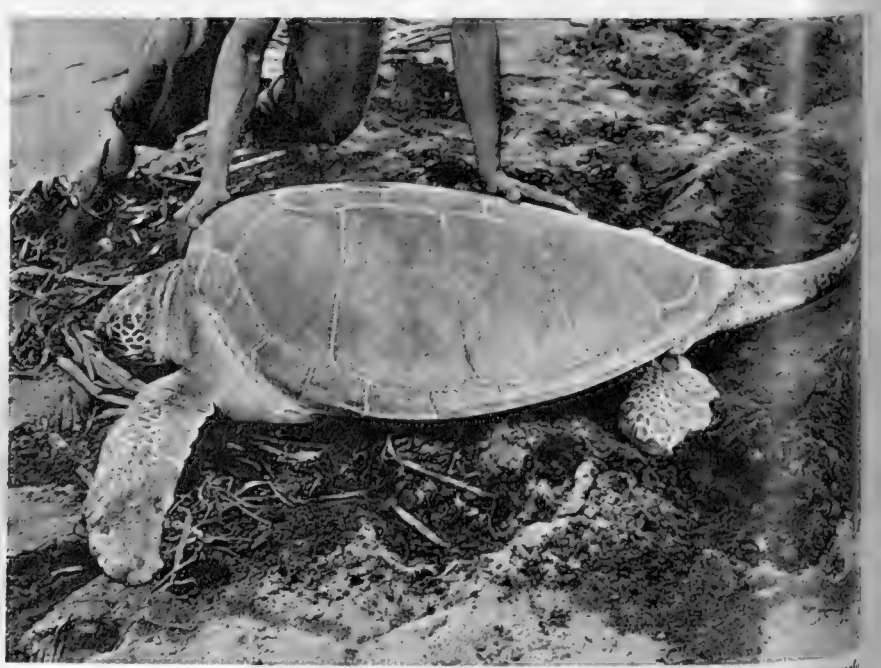
*A Scheme for Increasing a Valuable Food Supply in The Caribbean*

Everyone knows that turtles are a source of "beautiful soup" and that they are valuable as food. The soup is made from the most famous of the species, the Green Turtle, which is confined to tropical regions. All turtles spend most of their time in the water, but the females come to land to lay their eggs. In spite of the creatures' large size, on shore they are very vulnerable. When tipped on their back they are helpless. Thus they are easily caught by hunters so that the eggs may remain unhatched.

Until recently in the Western Caribbean the Green Turtle colonies were in danger of disappearing because of the widespread indiscriminate destruction of the females at nesting-time. Then a research professor at Florida University, Dr. Archie Carr, called attention to this threat in his book *The Windward Road.* Public interest was aroused in America and the Caribbean Conservation Corporation, a non-profit-making organisation, undertook the task of protecting the reptiles. Grants were received from the National Science Foundation and other bodies and a Green Turtle hatchery established at Tortuguero, on the coast of Costa Rica. Dr. Carr became the Technical Director.

Members of his staff patrol five miles of beach, watching for the female turtles to come ashore and lay their eggs. These are gathered and taken to a special hatchery for protection until the baby reptiles break out of their shells. The little turtles are fitted with discs for identification. Some are returned to local waters. Others are boxed and flown by charter aircraft to other parts of the Caribbean, where they can grow up and reproduce at beaches at which nesting is also protected.

A PRODUCT OF THE HATCHERY: The babies in the box have been produced from eggs gathered from the shore at Tortuguero and hatched in the Conservation Corporation's special hatchery. Some young turtles are returned to local waters.



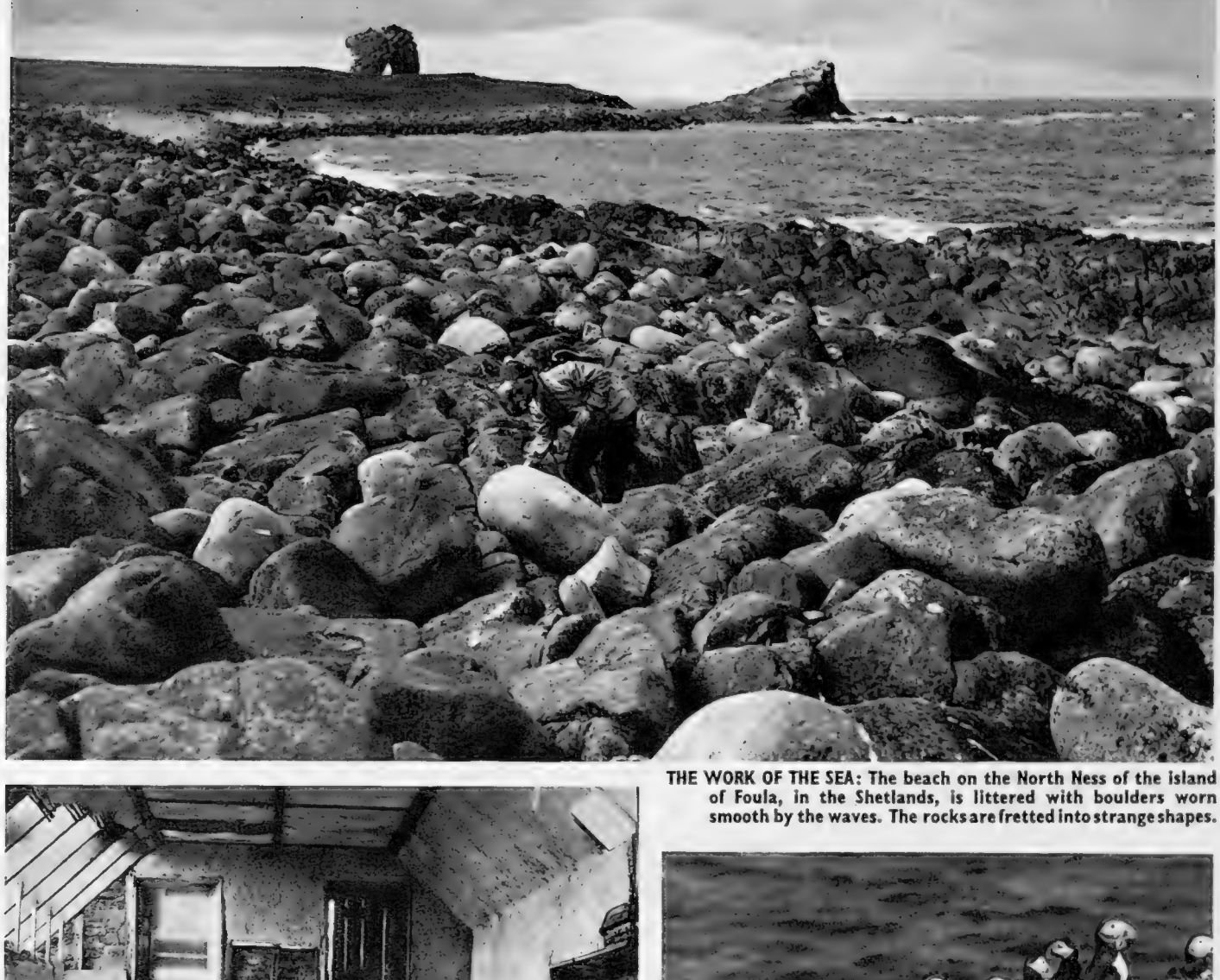
A MALE OF THE SPECIES: At full size it may reach a weight of 800 lb. Turtles are powerfu swimmers but helpless on land if tipped on their backs. Dr. Archie Carr, now th Technical Director at Tortuguero, first called attention to the need for protecting them

AN AMERICAN PROBLEM IN THE PACIFIC: *Above* is Green Island, of the Kure Atoll, in the Hawaiian Islands, before the United States Navy carried out their unusual construction programme. *Below*—Green Island is marked by artificial runways to encourage albatrosses to use Green Island instead of Midway Island, some 50 miles away, where the American Navy has an air base.

# ALBATROSSES VERSUS THE U.S. NAVY

*Concern Over Air Collisions in the Pacific*

In common with the Ancient Mariner in Coleridge's poem, the United States Navy authorities on Midway Island, in the Hawaiian group, in the Pacific Ocean, are worried about killing albatrosses. Their problem is not based on sailors' suspicions. During the year from July 1958 to July 1959, there were 538 bird collisions with Navy aircraft operating from the Midway base. The albatross is the largest of the marine birds, and collision with it is extremely hazardous to the crew of the aircraft. Fifty miles from Midway is Green Island. It was decided to try to entice albatrosses from Midway to Green Island. A Navy construction battalion from Hawaii cleared nineteen 50-ft. long swaths on the latter. Resembling runways from the air, they were designed to provide nesting and take-off space for the birds. At the same time Midway Island was cleared of dunes to discourage albatrosses from remaining near the air base.



THE WORK OF THE SEA: The beach on the North Ness of the island of Foula, in the Shetlands, is littered with boulders worn smooth by the waves. The rocks are fretted into strange shapes.

THE OLD CHURCH: It is the second oldest in the Shetlands. Built on Foula at the time of the Reformation, the church was rebuilt for the film *The Edge of the World*, shot on the island a few years before the war. The church is now partly ruined.

PUFFINS ON FOULA: They nest in huge colonies on the cliffs, using underground burrows. They arrive in the spring and stay until autumn. Foula is bereft of birds in the winter.

# LIFE O THE IS OF FOU

*The Island in the She Now Has Only 45 Inh*

For six weeks just befo mas, the lonely island in the Shetlands, was com off by the storms and ga isolation was ended when vessel *Golden Harvest* re island, bringing bags of supplies. But so heavy seas the vessel could not to pick up the island's m making for her home po wick. Every year during Foula is isolated by the we even during the summer, forty-five islanders is ard lonely. Indeed, during isolation the village shop found it necessary to ra items as butter and sugar.

Foula is three and a long and two miles wide. line is dotted with rock reefs worn into strange the wind and sea. The is to a backbone of moun highest of which, the 1,372 ft. high, and the seco hill in the Shetlands. Atlantic side of Foula, th sheer into the sea, a drop as much as 1,200 ft., the cliff in Great Britain. the slopes fall gently to Sea, dotted with crofts circular stone "cribs," growing cabbages from

The greenest part of th Ham Voe, a little inlet w landing jetty is situated, b gives shelter in moderate It was sufficient when the was good, because boats w and could be hauled ashor This is said to be some of land in all the Shetlands, only three cows graze on economy of the island is b sheep to-day and these roa slopes of the hills. They more easily manageable by th population, and it is an ent prices for mutton and w times the sheep are fed on p

A LONELY AND ARDUOUS LIVING: *Left*—One of the islanders, Mrs. Isbister, stands in front of a small field of cabbages. These are left to flower so that the seeds can be collected and planted out in "cribs" in the spring. Cabbages are regarded as good animal fodder on Foula during the long winter. *Right*—A visitor stands on a covered peatstack on the North Ness. In the background can be seen ruined homes, evidence of the declining population.

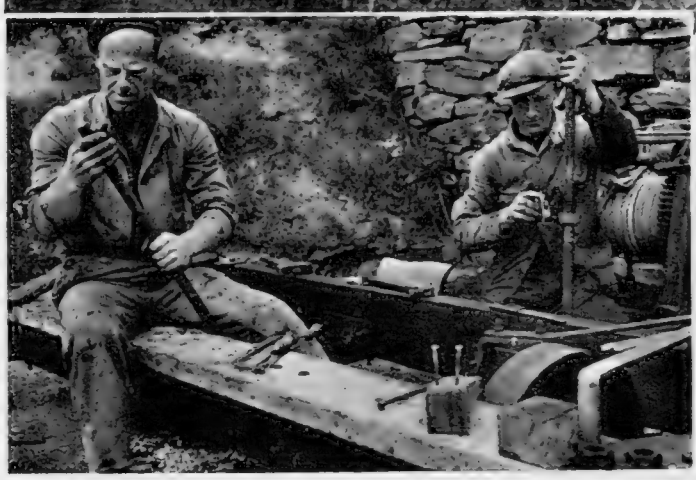
In the past, in the early years of .e century, there was a thriving )mmunity on Foula. Cod could ? caught using handlines. Three mes a year a schooner would call ) take the cured fish. There were lenty of cattle and their calves ould pay for the rent. To-day, iere is only the lobster fishing. lthough there are good hauls to be ained round the rocky coast, many f the lobsters die on the long )urney to the canneries on the main-ind. There has been agitation on 'oula for a canning factory to be set p there, which would save time as vell as giving the men better value or their fishing.

During the last few years, the )opulation of Foula has decreased apidly, from 114 in 1934 to 45 in 959. There are so few able-bodied nen that it is feared that the day vill come when there will not be nough to man the *Island Lass*, the nailboat which brings the post and upplies to the island. But there are iopes that with the establishment of lobster cannery and the desire of he remaining young people to stay on the island, Foula will not go the vay of St. Kilda, which was aban-loned in 1930. Another possibility s the establishment of a cheese actory, for it is estimated that there s pasture for a hundred cattle. But vithout outside help, the buildings ould not be erected.

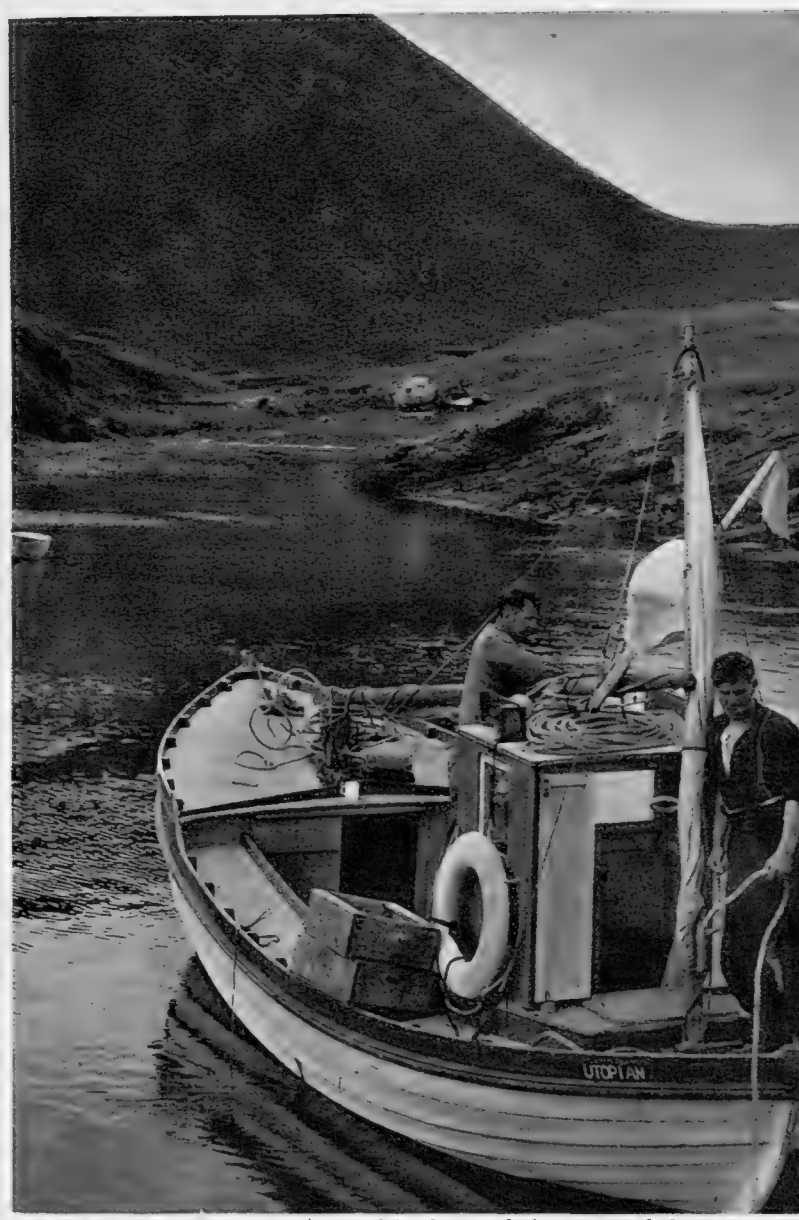
The community remains in existence because the inhabitants are prepared to live on a patch of potatoes, oats, cabbages and turnips, and the produce of a cow and a few hens. Inside the homes on Foula most of the furniture has been made by the occupants. The pews and pulpit in the ruined church were also made on the island. The building, which dates from the Reformation, is the second oldest in the Shetlands. But although the inhabitants are prepared to lead a hard and primi-tive life, the decline in the population seems likely to lead to the abandon-ment of the island to the birds which flock there every year.

Foula is derived from the word Fugloy, meaning "Bird Island." Huge colonies of puffins nest in burrows on the cliffs, and other kinds of sea fowl are abundant. It is a favourite breeding ground of the bonxie, or great skua. Last season there were over 500 pairs breeding on Foula. Islanders detest them because they attack anyone who goes near the nesting-grounds.

Tom Weir



**GRAZING ON THE CLIFFS: Shetland sheep move over the turf near the summit of the Kame, on the north side of the island. The cliff plunges straight down for 1,200 ft. *Left*—Inhabitants repair the winch used for hauling the island mailboat clear of the waves.**




**LOBSTER FISHING: The boats get good hauls round the coasts of the island, but on the long journey to the canneries on the mainland many of the lobsters die. The inlet is the only semi-sheltered one on Foula. *Left*—The mailboat *Island Lass*, which brings post and supplies, is anchored by the davits used to lift her out of the water.**

# THE CITY ON THE CLYDE

*Glasgow, Scotland's Largest City: Its Buildings and its People*

By BRIAN VESEY-FITZGERALD

TWO things cannot fail to strike the stranger to Glasgow. The first is the almost painful anxiety of Glaswegians to know what he thinks of their city; the second is their passionate eagerness to explain it. Not to praise it, mark you: to explain it. For Glasgow is a city with a reputation, an unpleasant reputation. The educated Glaswegian is well aware of it. He knows that probably the only part of Glasgow that a stranger could name with certainty is the Gorbals. He knows that he will probably have read accounts of a Celtic versus Rangers football match, accounts of hooliganism and gang warfare, and that he may well have read such books as *No Mean City* and *Glasgow Keelie*.

If you have read those two books, if you have read colourful descriptions of the Glasgow slums, if you have read an account of crowd reaction at a Celtic-Rangers match, then you will agree that this is a city that takes a deal of explaining. Anyway, the educated Glaswegian evidently thinks that it does, and will set about the task with a positively depressing earnestness. On the whole, I would recommend you to avoid this experience, for the explanation will prove interminable and it will not get you anywhere, anyway. All you have to do, when asked if this is your first visit, is to say that you have been in Glasgow before. A look of relief will spread over the Glaswegian countenance, explanation will give place to entertainment, and you will almost certainly have a very pleasant and rewarding evening.

I am a stranger to Glasgow. I have been there several times—I learnt my lesson the first time—but I do not know the city at all. I can, however, say with truth that that first long, earnest explanation, going away back to the start of the industrial revolution and dwelling excessively on politics, the effect of unrestrained capitalist exploitation and the Irish element in the population, did not explain Glasgow for me in the very least. I can also say with truth that, now that I can say that I have been there before, I have spent some very pleasant, and some very interesting, hours with people who have taken it for granted that I know what to expect.

In fact, I do not. Glasgow is, I think, the most unexpected, the most chaotic, city in Britain. This is not just a matter of size. It is huge, of course. But, then, so are London and Birmingham. The difference is that London (and this is true also, though in lesser degree, of Birmingham) is an amalgamation of small towns and villages, each with its own centre. Consider Hampstead, Chelsea, Streatham, Islington, Whitechapel. There is nothing like that about Glasgow. There are suburbs, there are districts. They have their names—Anniesland, Partick, Bearsden, Hillhead, Anderston, Milngavie—but they have no recognisable centres. For that matter, Glasgow itself does not really seem to have a centre. There are some fine shopping streets, conceived on a grand scale, and a solid business quarter, and some trim suburbs with neat detached houses; but, almost wherever you go, you have but to turn a corner and you are back in the long miles of dark streets, narrow canyons between tall tenements, monotonously similar. It is very confusing for the stranger. It is, I have found, very difficult to find one's way in Glasgow: all too easy to lose it.

Defoe described Glasgow as "the beautifullest little city I have seen in Britain." I do not think that to-day even the most patriotic Glaswegian would attempt to deny that his city is ugly. It is not any uglier than many an industrial town in England, but it seems to be. I have heard it said that, other than the Cathedral, there is not a noteworthy building in Glasgow. That is quite untrue. There are some very fine buildings and some very fine modern ones, too. Of the latter, Charles Rennie Mackintosh's School of Art is internationally famous, and deservedly so. Yet, I think that it is true that one is quite likely to pass a fine building—one of Alexander Thomson's churches, for example; even, perhaps, one of his terraces—without taking it in. Perhaps Sir John Stirling Maxwell put his finger on the spot when he said that fine building in Glasgow "suffers a great deal from the material in which it was carried out and from the dirt which has dulled it down. Designs so severe demand pleasing materials, especially when the buildings are on a small scale. Had Portland stone been available or a rosy sandstone, their beauty of proportion would have been more evident, whereas in a cold grey stone they look gloomy and out of place."

I cannot agree that they look out of place. If they did, you would notice them: you pass them by because they fit so well. But I am sure that he is right about the stone and the dirt. Though the stone does not blacken as dingily as does the brick of the industrial Midlands, it does always look a little drab. The more so because of the rather murky daylight. The climate is moist and mild: there is not much chance of atmospheric pollution being dispelled. Somehow in Glasgow the sunlight always seems a little tired. But in any case, it is not the fine buildings that matter. It is not the dignified Victorian classicism of St. Vincent Street, it is not the terraces of "Greek" Thomson, it is not the trim middle-class suburbs that make Glasgow. It is the poorer districts, penetrating everywhere, which stamp Glasgow on the mind of the stranger. Glasgow is an astonishing jumble of the prim and the slatternly. It is the slatternly that matters.

The slums of Glasgow have long been notorious. They still are. The Corporation of Glasgow has done quite magnificent work in laying-out parks, providing libraries, and so on, and in tackling the challenge of the slums, but there is still a great deal of meanness and squalor. Even so, I am not sure that Glasgow is not much maligned. Too many people, especially too many Scotsmen, compare it with Edinburgh only forty miles away (forgetting that not all Edinburgh is lovely), and do not appreciate its own particular grim dignity. Glasgow may not be beautiful, but it has great dignity even in its poorest quarters. And so have its people.

I do not know Glasgow well enough to speak with any authority, but the little exploration I have done (mostly under the guidance of a taxi-driver friend) has made me wonder whether one aspect of the poorer districts, the slums if you prefer, has not been rather exaggerated. I know that there are gangs, that street fights are perhaps a little more common than in some cities; that drunkenness is not altogether uncommon, especially on Friday and Saturday nights; that there is an Irish problem (at least, I suppose that there is, for I have heard Glaswegians talk about it more than once), and that some of the hooliganism that occurs may have a quasi-religious basis, though I doubt very much if that should be taken too seriously. Anyway, all this is the side that one would expect to find written up. There is another.

Edwin Muir wrote the best description of the Glasgow slums that I have ever read. It was written in the early '30's, in the slump period (and the slump hit Glasgow very hard), and so it is out of date on many points of fact. Atmospherically it is not. Muir wrote of the feeling of walking in a world of intense and brooding sexual passion. I think that you still get that feeling: certainly I do. But also a feeling of passion, of passionate frustration perhaps. Muir also used the word "menace." You soon become aware of that, too: of some tremendous force just beneath the surface. Walter Elliot called Glasgow the "furious city." You have not got to walk about it for very long—it is essential to walk—to understand what he meant.

But it is not just a matter of violence, of physical violence—though I have heard it said that a tendency to violence is inherent in the Scottish character—as you might think from reading some of the novels. It is just a tremendous, an explosive, energy. It takes a little time to realise this. Glasgow is a working city with a very high proportion of artisan and labouring folk. The men dress drably, even the young women do not seem to go in for pretty dresses quite as much as young women elsewhere: they fit in with the general greyness of Glasgow. There is a sort of quiet gravity about it all that is very misleading. You do not realise the fire underneath.

You learn a good deal about the folk of a district, whether it be an English village or an urban slum, by going into the pubs. In a poor district Glasgow pub you will hear more flat obscenity in one night—and the young women more than hold their own in this respect—than you would hear in a Stepney pub, for example, in a month. But you will also meet with much more genuine courtesy, a dour, grave courtesy which can conceal a devastating sardonic humour, than you will ever find in an East End pub. After an hour or so in a Glasgow pub you will not be surprised that this city has produced so many poker-faced comedians. But you will also come across the most astonishing sentimentality (often in the toughest characters) and even more astonishing scholarship. There is as great a passion for learning in Glasgow as there is in South Wales. If you lecture at the Mitchell Library (as I have done) you will face the most mixed, the most earnest, the most acute audience in Britain and the questions will be very much to the point.

The quality that makes Glasgow the "furious city" makes it also the most unexpected, the most vital and exciting. I think that only the Glaswegian born and bred can never be surprised. On a recent visit I turned a corner, latish at night, into one of the middle-class residential roads. There was a man in a cloth cap busy kicking the wing of a smart, newish motor-car. He was kicking with ferocity and addressing it at the same time: "That 'll teach ye, y'auld bitch." It did not occur to me that he was not punishing his own car until another man walked out of one of the houses, got into it, and drove away. He could not have failed to see what was happening, but he took no notice. He may have been an Englishman, accustomed through years of bureaucratic rule to turning the other cheek. But I think he was a Glaswegian and knew what to expect. The kicker, who (I now realise) was probably suffering from wife-trouble and taking it out of the nearest inanimate object, was not in the mood to accept gentle remonstrance.

**IN NORTH-WEST GLASGOW: In the foreground of the aerial view by Aerofilms Limited are the Royal Botanic Gardens, between the River Kelvin, left, and Great Western Road, right. The round building is Kebble Conservatory with, in front of it, the hothouses. The gardens are in the Glasgow suburb of Hillhead, a favourite residential district.**

THE SIXTH NATIONAL BOAT SHOW: A general view of the exhibition at Earls Court, in West London, showing the mass of boats clustered round the fishing harbour and village. It is the biggest display of sailing and power craft, marine engines, boat equipment, yachting clothing, and fishing tackle ever seen in Europe. The exhibition, which is being held at Earls Court for the first time, closes to-day (Saturday).

AN AUXILIARY BERMUDAN SLOOP OF THE JOLINA TYPE: She is the main exhibit on the stand of Camper and Nicholsons Limited, and has an overall length of 35 ft.

# LONDON'S "FISHING HARBOUR"

*A New Setting for the Sixth National Boat Show at Earls Court*

By GABOR DENES

WITHIN five years the National Boat Show—organised by the Ship and Boatbuilders National Federation and sponsored by the *Daily Express*—has successfully outgrown the space available at another hall, and now enjoys the benefits of the spacious floor of Earls Court. Consequently, it is almost a different Show, characterised by excellent layout, which is utilised with professional skill, resulting in a kind of elegant maturity.

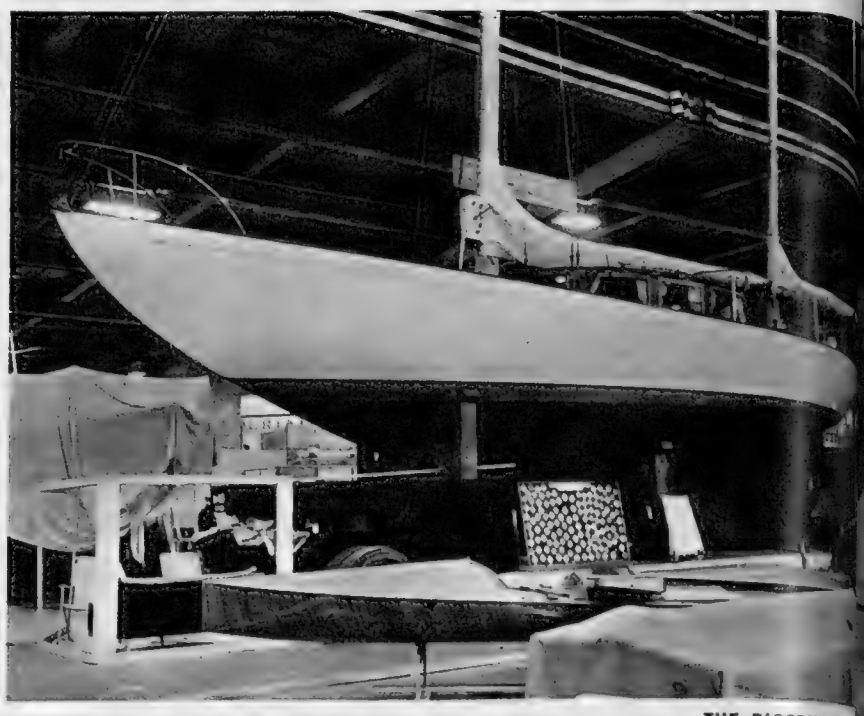
The "fishing harbour and village" are much more than just a clever "gimmick." The vast painted backcloth is the largest I have ever seen, and I understand that 7 cwt. of colour was used in painting it. The row of cottages containing "village" shops, and the vessels afloat in the 12-ft.-6-ins.-deep water provide a theme and a focal point around which the rest of the exhibition is staged. This will obviously be difficult to improve upon in future years.

I understand that the vessels chosen for display were selected by ballot. They make the harbour look real and attractive, the one exception being a "cruising catamaran," which is anything but graceful in appearance and which tends to spoil the scale of the scene. It may be practical—it is claimed to provide accommodation for six to eight persons—but it lacks the functional beauty of seagoing craft, and should have been kept in a corner. However, this is only a small flaw in a grand conception.

In contrast, it is a pity that the fine 13-ton *Martlet*, designed and built by Morgan Giles, and one of five sister ships owned and used by Dartmouth for seamanship training and exhibited by the Royal Navy, had to be pushed into the back of the hall, almost out of sight.

In spite of such slight misplacements, there is an abundance of beautiful craft displayed in the main body of the hall varying in size from racing dinghies to oceangoing yachts, both sail and power-driven. Our top designers and builders are maintaining that high degree of skill, craftsmanship and finish which we are only too ready to take for granted, but is nevertheless the finest, by tradition and fact, in the world. The

(*Continued on following page*)



**ON SHOW AT EARLS COURT:** The two Monaco twin-screw diesel express cruisers are displayed by Arthur Bray Limited. On the left is the 27-ft. model, and on the right the 52-ft. model, which, priced at £25,500, is the most expensive boat exhibited in the Show.

*On right—*

**OUTBOARD MOTORS:** The Saunders-Roe 7½-h.p. water-cooled two-stroke Medina outboard motor, is designed for runabouts, light cruisers and fishing-boats. It can also be used as an auxiliary for sailing vessels.

**THE BIGGEST SAIL... YACHT EVER EXH... BITED IN A B... SHOW:** It is the S... cruising and rac... ketch *Melora III* ... is to be seen on th... stand of the Bute S... Dock Co. The cra... designed by Alf... Mylne, has accom... dation for nin... *Melora III* is one o... the biggest boats t... built in a Clyde yar... yard since the w...

*On left—*

**BUILD-IT-YOURSE...** Among the exhibits ... this part of the S... is the kit for buil... the Eleven Plus sai... dinghy. During t... Show, boats are be... constructed in th... Build-it-Yourself bo... yard to illustrat... the economical ap... to boat ownersh...

**AT ANCHOR:** The *Snow Goose*, a 36-ft.-long catamaran cabin cruiser with twin-moulded hulls of mahogany-ply, has accommodation for six or eight persons. It is exhibited by G. Prout and Sons, Ltd. *On right—* Visitors are inspecting the Sabre II G.B. "flying-boat" fitted with the Bensen B-7 helicopter rotor.

# LONDON'S "FISHING HARBOUR"

(*Continued from previous page*)

boat-lover, regardless of the state of his pocket, cannot fail to find the greatest pleasure in just contemplating such fine examples as the varnished perfection of the Jolina-type auxiliary sloop by Camper and Nicholsons, or the 13-tonner built by A. H. Moody and Son to another brilliant design by Camper and Nicholsons. Moody's other exhibit, the Frederick Parker-designed motor yacht, is as fine an example of its kind as anyone could wish for.

Who could resist the ketch *Melora III*, designed by Alfred Mylne and built by the Bute Slip Dock Co. in the true traditions of the Clyde, or the beauty inherent in the bare fibreglass hull suspended from the roof on the stand of Halmatic Ltd.? Such examples taken at random can only suffice to whet the appetite for more. I am just as much impressed by the excellence of some of the racing dinghies exhibited, such as can be seen on the stand of Jack Holt. His is only one of several first-class exhibits.

The larger area and one-floor level of Earls Court, make better grouping possible this year, and so anyone interested in marine propulsion can find all the makers of engines together (they take up a large area on one side of the hall)—or the makers of fittings and chandlery, of clothing, and the many other sub-specialised ancillary trades. The average standard is very high, and the appearance here and there of shoddy, ill-designed or badly-finished products is not really surprising in an industry which has grown rapidly under the impetus of previous boat shows and a boom in boating generally. There are bound to be newcomers, and while some of these, venturing from other highly-skilled and organised industries (there are at least three large aircraft firms now firmly establishing themselves in boatbuilding), produce well-designed and efficient craft, others have no such established background and crash in, attracted by the prospect of quick gains.

The organisers will have to find a way of discouraging such fortune-hunters with their poor, unseaworthy produc... for the protection of the vast but, to a large extent, unwar... interested public. I would emphasise that I am o... complaining of a small minority of the exhibits, but th... are made all the more conspicuous by the fine quality ... the rest. With this exception (and quite frankly, I a... not prepared to offer a practical solution), the organisers and the sponsors have done a wonderful job. Knowing the history of the Show, it was the determination and courage of one man in particular, Max Aitken, of the *Daily Express*, which has made it all possible.

The example of one newspaper is spreading to the others. The *News Chronicle*, already responsible for the establishment of one of the largest racing dinghy classes, the Enterprise, is sponsoring a more ambitious vessel, a small cruising yacht, designed by world-famous Laurent Giles. Happily, this good-looking and practical boat, *Audacity*, is making its bow at the Earls Court Exhibition, and I am told that on the first day eleven people placed orders for this reasonably-priced smart little craft. It is priced at under £900.

HE DOMINATING FEATURE OF THE SHOW: The harbour and village with the magnificent backcloth form the centre-piece round which are grouped some 350 boats. In the 12-ft. 6-in. deep pool, where several large vessels lie at anchor, there are daily demonstrations of liferafts and underwater swimming. *On right*—Lying in the pool is a 42-ft. motor yacht with sun deck aft. The vessel is exhibited by James Taylor (Shipbuilders) Ltd.

ILMAR AND CHALLENGER: The 20-ft. Fairey Fulmar, *above*, is one of the exhibits of Fairey Marine Limited, a subsidiary of Fairey Aviation Ltd. one of the big aircraft firm's now firmly establishing themselves in boat-building. *On right*—The 35-ft. Osborne twin-screw fast cruiser, displayed by William Osborne Limited, is fitted with Perkins diesel engines, giving a speed of 17 knots. There is sleeping accommodation for four persons.

**DELIVERING SUPPLIES TO AN ARCTIC OUTPOST: The Canadian Transport Department's ice-breaker *d'Iberville* cuts her way through a jigsaw pattern of ice in Norwegian Bay, off the west coast of Ellesmere Island, in the North-West Territories of Canada. *D'Iberville* was carrying cargo to Eureka, which is 750 miles from the North Pole. During the summer season, when ice conditions make it possible, the Department delivers more than 100,000 tons of supplies to over forty weather stations and bases in the Far North.**

# SUPPLIES FOR ARCTIC OUTPOSTS

*The Work of the Canadian Department of Transport*

From late June until the freeze-up in October, Canadian Transport Department vessels were delivering supplies to stations and outposts in the north of the Dominion. Convoys went from the southern shores of the Hudson Bay to as far north as Alert, Canada's weather outpost 550 miles from the Pole. Taking part in the Department's programme were 17 Government ice-breakers and special Arctic supply vessels, 125 landing-craft, and 26 chartered commercial tankers and freighters. In addition to the ships' crews, more than 1,100 men were taken north to help get ashore the supplies.

Stations to which cargoes were shipped included Mid-Canada Line posts in Hudson Bay, the joint Canadian-U.S. weather stations, the DEW Line (Defence Early Warning System) installations in Foxe Basin, points on the Labrador coast, and, for the first time, the Mid-Baffin Island DEW Line bases. In addition, was Frobisher Bay, Canada's refuelling base for transpolar international aviation.

With the exception of Frobisher Bay and Churchill, the ports of call are without loading or dock facilities of any kind. The vessels therefore took with them their own fork-lift trucks, barges, tractors and lorries to unload cargoes. Last year, difficulties which the convoys normally encounter were augmented by late ice moving with the wind and the tide, hindering ship-to-shore operations for days on end. At Resolute Bay and Cornwallis Island ice-floes, up to 8 or 10 ft. thick and weighing hundreds of tons, were jammed in harbours until a change of wind eased the blockages.

One of the vessels taking part was the Canadian Government ship *C. D. Howe*. Visiting more than thirty ports in the Eastern Arctic, she served as a patrol supervising the interests of health, welfare, law and order in the northern settlements. More than 2,000 Eskimos were taken aboard for medical examination, and their villages were visited by officials from the Departments of National Welfare and Northern Affairs.

**CHANGES TO A FORMER MAIL SHIP: Extensively modified, the former *Dunnotar Castle*, which was launched in 1936, and is now named *Victoria*, steams through the waters of the North Sea. She was undergoing technical trials after her conversion in Holland, and on Christmas Day was handed over from the builders to her owners.** In 1958, *Dunnotar Castle* was withdrawn from the African service of the Union Castle Line and was bought by the Incres Steamship Co. Ltd., of Monrovia, Liberia. The renovation of the liner was undertaken by a Dutch firm of shipbuilders and repairers at Schiedam. *Victoria's* lines differ greatly from those of the *Dunnotar Castle*, with modifications to both stem and stern and the fitting of a new funnel. On "D" Deck two swimming pools have been built and the cabins for her 600 passengers have been completely renovated. New propelling machinery increases the power output of the twenty-four-year-old vessel from 9,400 h.p. to 17,000 h.p. and her service speed from 15 to 18 knots. Sailing under the Liberian flag, *Victoria* will be used as a cruise ship. It is expected that she will carry tourists on pleasure voyages to the Caribbean from New York.

# CONVERSIONS AND A NEW FREIGHTER

*"Dunnotar Castle" Becomes "Victoria"; the First Ghanaian Cargo Ship in America; "Jumboising" at Amsterdam*

**THE INAUGURATION OF A NEW TRADE LINE: The Ghanaian flag flutters at the stern and from a mast of *Tano River* as she prepares to dock in New York Harbour after her first voyage from Ghana.** It was the first time that a cargo from Ghana had been brought to America in a Ghanaian ship. *Tano River*, which was built in Britain, is owned by the Black Star Line Ltd. On the day she arrived in New York, December 27, it was announced that the Ghana Government was to become the sole owner of the line, which hitherto had been a joint partnership with the Zim Shipping Co. Ltd., of Haifa. The Zim Company stated that the Black Star Line, founded about two years ago, would continue to have Zim's experience and representation at their disposal. With four vessels at present, the Black Star Line, it is understood, intend to buy between eight and twelve new vessels. *Tano River*, with an Israeli master and a crew of thirty-three, including twenty-three Ghanaians, will maintain a monthly service between Ghana and the United States and Canada.

**INCREASING THE CARRYING CAPACITY OF A TANKER: A replacement piece, newly constructed for the Greek-owned tanker *Frixos*, slides down the slipway into the water from a yard in Amsterdam. Known as "jumboising," this piece of work will increase the size of the wartime-built vessel from 16,500 tons to 22,000 tons. The length of *Frixos* when the section has been fitted amidships will be increased by almost 60 ft. to 368 ft. The launching of the new section took place on December 26, and it is expected that *Frixos*, which sails under the Panamanian flag, will re-enter service next month.**

**AN AVALANCHE OF MUD AND STONES: It is creeping down the side of a mountain above Blaina, in Monmouthshire. Heavy rains had turned a landslip here into a swamp, which threatened to descend on about forty houses situated in the valley below.**

# MUD THREAT TO A VILLAGE

*A Landslip Menace in Monmouthshire*

Lord Brecon, Minister of State for Welsh Affairs, last week visited two villages, which were both threatened with being engulfed by mud. First, he went to Blaina, in Monmouthshire, where a landslip on a mountain above the village had been turned into an avalanche by heavy rains. Families in forty houses were threatened as the mud and stones moved down the slope. After the landslip had halted for two days it was hoped that the danger was past. The other village was Godre'rgraig, in the Swansea Valley. There a landslide, also made mobile by torrential downpours, had caused huge cracks in the main valley road. Streams began pouring on houses below the highway. There were fears that the situation might become still more serious, because beneath the road surface there were pipes carrying water from a reservoir. If these burst there would be a deluge. Lord Brecon also sent a message of sympathy last week to families affected by the recent widespread floods in North Wales.

**ADVANCE TO A GARDEN: Nothing could be done to save these chickenhouses, in a back garden in Blaina, being pushed askew by tons of mud coming down.**

**HOMES IN DANGER: It was feared for a time that families in the houses threatened by the mud would have to be evacuated. However, early last week it was reported that the landslip had been halted. Further west, at Godre'rgraig, in the Swansea Valley, another landslip was regarded as a more serious menace to inhabitants.**

# A CHURCH IN DANGER

*Subsidence at St. Luke's Church, Old Street, Clerkenwell*

**THE SPIRE OF A LONDON CHURCH WHICH MAY HAVE TO BE DEMOLISHED: It dominates St. Luke's, Old Street, Clerkenwell, which has been closed because of subsidence. The 228-year-old building has been declared dangerous by the London County Council district surveyor, and the Archdeacon of London, the Ven. O. H. Gibbs-Smith, has said that it might have to be demolished. The Archdeacon made his statement after receiving a report of an inspection made by the L.C.C. district surveyor, an architect and a consulting engineer. This followed the discovery on the floor of flakes of plaster from the high vaulted roof over the nave. There are also other signs of subsidence, including cracks in the walls. It is about fifty years now since subsidence was first seen in the church. Underpinning was carried out before the Great War, with subsequent patching. It is believed that the cause of the trouble is that the church is sited on the old Moorfields Marsh and that the builder had little firm ground for the foundations. While St. Luke's is closed, services are to be held in the newly-restored St. Giles' Church, Cripplegate. This church, which has been closed for nineteen years, is to be opened to-morrow (January 10). Furnishings from St. Luke's are being taken to St. Giles'.**

**PART OF THE NAVE WALL: The crack is one of many in the church. Pillars supporting the roof have moved, thus shifting the weight on to the outside walls.**

*On left—*

**IN THE CRYPT: The camera records part of the damage in the vaults. St. Luke's Church was built from designs by George Dance, Senior. It became the church of the new parish which was formerly part of St. Giles'.**

# STRUCTURAL STEEL IN THE BUILDING BOOM

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

PRACTICALLY everything erected above ground takes iron and steel, but the amount that different kinds of building require varies immensely. There is probably not very much in the house you live in—a number of what builders call " R.S.J.s " (rolled steel joists) to span certain openings, steel ties at some points in the brick construction, plus quite a large amount of cast iron in the pipes and guttering. At the other end of the scale, in a piece of fairly exposed industrial plant such as an oil refinery, a chemical works or some of the more starkly-built power stations, almost everything you see as you look around may be made of steel. In the factory world, " corrugated iron " (which was, in fact, a kind of very light steel plate) has passed its heyday, being replaced by lighter forms of " cladding " material; but steel framing, particularly in the one-storey building, remains almost universal.

Across a fairly broad range of the construction carried out in a country, therefore, the demand for building steel—which includes almost all of the major steel products, though it is concentrated upon the " heavy end " of the industry—remains fairly constant. But there is one kind of building, of recent years the most rapidly expanding of all, where the amount of steel used is anything but constant: the construction of large commercial buildings and blocks of flats. In this part of the market there is a continuous and bitterly competitive struggle between using a lot of steel or using comparatively little —that is, between structural steel and reinforced concrete.

Commercial building of this kind happens to have been the one kind of construction in which the boom that began in 1954 has never really flagged. In the years when fixed investment tended to be concentrated upon public housing, the utilities, and manufacturing industry, bombed sites in the centre of the country's great cities sprouted nothing but wild flowers and car parking notices. In the last five years they have been steadily filled in. Moreover, the huge rise in urban site values, along with the higher rentals one can get out of an area by putting up modern multi-storey offices, is now making it worth while for the estate developers to tear down existing blocks and build anew.

Traditionally, in Britain, the frame of an office block was always a frame of heavy steel girders similar to that of the huge block now occupied by the Board of Trade and the Ministry of Aviation in Whitehall Gardens. For some years the gaunt steel skeleton of the building was visible after work was resumed on the block, plans for which were interrupted by two world wars. The Board of Trade finally moved in in 1951 and the Ministry of Aviation in 1958. Structural steelwork is a rapid and adaptable method of providing the rigidity any big building needs. But since the war reinforced concrete has made very big gains at the expense of steel framing —partly through its inherent attractions as a building material; partly because steel itself was in short supply.

Builders often say it takes a long time to persuade architects to design with anything but entirely conventional materials; producers of materials are inclined to doubt whether builders instinctively welcome what is new, either. Be that as it may—and it has to be remembered that, professionally, the construction of any major building is a negotiated contractual arrangement between three kinds of expert and the prospective owner—it took a fairly long time for foreign example and the advocacy of enthusiasts to convert British architects to acceptance of the virtues of concrete. It did so happen that the commercial building boom began at the end of a period when steel of most kinds was none too easy to get, and in which official influence was indeed brought to bear on designers to pursue " steel economy." (Not until the end of 1958 did the Government finally withdraw the relevant " Steel Economy Bulletin.") Once persuaded of the virtues of reinforced concrete, builders and architects have not been easy to re-persuade that steel framing has now been made much more competitive once again.

The balance of decision is not an easy one; it often depends not only on the type but on the style in which owner and architect want to design the building. One factor which used to tell in favour of steel framing is the greater speed with which the structure can be put up, which offsets the somewhat lower costs arising from the much smaller amount of steel used in concrete rods. But fairly stringent regulations about fire protection now require the steel framing itself to be clad with concrete or some other fire-resistant material; so even the steel-framed building does not do away with the time-consuming operation of concrete pouring.

Attempts by the steel industry to redress the competitive balance against reinforced concrete have included improvements in the steel used, in the methods of putting it up, and in the design of the structural members. The latest British Standard for building steel, brought up to date this year, specifies a higher strength than before, which enables less steel to be used to take a given stress. Welding and new kinds of grip bolting are being used increasingly to reduce the amount of riveting required. Most important of all, perhaps, has been the recent introduction of a new range of " universal beams and columns " from the mill recently installed at Dorman Long, in Middlesbrough, which is being followed by another such mill at Appleby-Frodingham steelworks at Scunthorpe.

These new universal mills offer the constructional engineer building steel sections of a much wider range and larger dimensions than before. Crudely, the difference is that until now, from conventional mills, one could get variants on an I-section beam, with the central " web " much wider than the flanges at each edge of it; to get a wide flange beam one had to weld or rivet plates to these flanges. The new mills offer a wider range of dimensions—and also enable H-section beams to be rolled. Dorman Long brought in the first of these mills at a time of relative slackness for general steel demand but it has since obtained a growing proportion of the British market for structural steels.

**STEEL IN THE CONSTRUCTION OF AN ATOMIC POWER STATION: The world's largest Goliath crane straddles No. 1 reactor at Hinkley Point on the Bristol Channel, in Somerset. Underneath and to the left and right is the steel framework of uncompleted buildings. The erection of Hinkley Point is being undertaken by the English Electric-Babcock and Wilcox-Taylor Woodrow Power Construction Group. The shells of both the station's reactors are completed.**

**UNCOMPLETED BUILDING: The massive steel girders will support three 90-ft.-high heat-exchangers for raising steam. In the background is the completed protective biological shield of No. 1 reactor. Work began at the Hinkley Point Power Station two years ago.**

In the structural field, this technological competition between steel girders and reinforced concrete beams, therefore, causes a steady improvement in both, to the eventual advantage of the consumer; reinforcing bars, strengthened by cold working and lightweight concrete, are some of the answers from the steel frame's rival. But the steel industry is also moving into fresh parts of the building: curtain walling, for example, and light sections formed from steel sheet. Though the prefabricated " steel house " of the early postwar years was of merely passing interest to the steel industry, some of the techniques evolved for it survive; and steel sheet—particularly when faced with a vitreous enamel coating and backed with some form of insulating material—has been used to advantage in a number of recent buildings. So far Britain has few examples of the stainless steel facing panels used on some American skyscrapers; but one of the country's main producers of stainless steel, Samuel Fox, has " shown the flag " for its products by using them on one of its new administrative buildings.

During last year, steel deliveries to builders and constructional engineers probably amounted to some 2,000,000 tons, with a value that must have been of the order of £110,000,000 to £120,000,000. This is a massive market and well worth defending. Partly through the competition of concrete, and partly because of its own success in improving strength and load-bearing properties of steel girders, it may be that structural steel over the coming years may decline somewhat in proportion to the total tonnage of steel used in building; but the probable expansion of total investment in Britain, and the development of new uses for it, should still offer its producers a steady increase in tonnage demand.

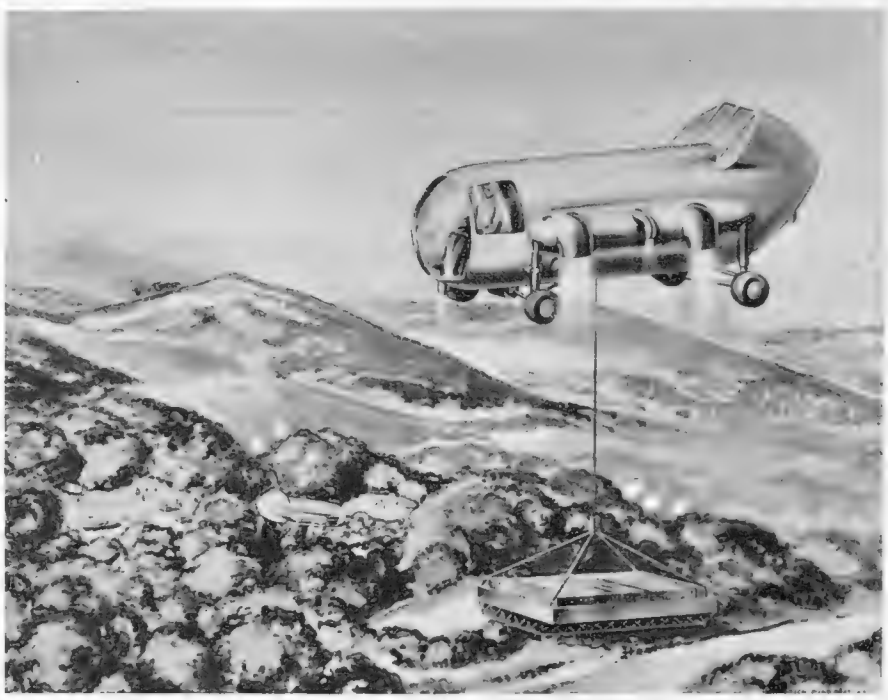
**PROGRESS IN INDUSTRY AND ENGINEERING**—*A Weekly Survey of Achievement in Britain and Overseas*

**VERTICAL TAKE-OFF AIRCRAFT OF THE FUTURE:** *Left* **is an artist's impression of a high-speed machine, with small wings which are just capable of supporting the aircraft at maximum speed at sea level. The lift–thrust engine is used solely for thrust in this instance.** *Right*—**The artist's impression shows a vertical take-off transport aircraft with two Bristol Siddeley BE 53 engines in pods, one under each wing, and between them four special lift engines.**

## LIFT–THRUST ENGINES FOR VERTICAL TAKE-OFF AIRCRAFT

"The Future of Air-breathing Engines in Aviation" was the title of a lecture delivered by Dr. S. G. Hooker, Technical Director, Aero, of Bristol Siddeley Engines Limited, to the Institution of Mechanical Engineers. In the address Dr. Hooker dealt with vertical take-off aircraft of the future, referring to the application of the Bristol Siddeley BE 53 ducted fan, lift–thrust engine. The engine can provide lift at take off and landing, and propulsion in normal flight. The jet is deflected to give vertical lift, or a combination of lift and thrust.

This type of engine has many advantages. It can be mounted in the fuselage in the conventional manner. The jets can be directed rearwards for normal take off and landing. The engine can be tested and the aircraft taxied with the jets directed rearwards avoiding problems of ground erosion and debris. For short take offs, the aircraft can be accelerated with the jets directed rearwards and then the nozzles can be deflected downwards to give a combination of lift and thrust. For a true vertical take off, the engine can first be turned on to full power and then the nozzles rapidly turned downwards.



***On right—***

**WITHOUT WINGS:** The artist's impression of a jet-sustained wingless aircraft shows its lifting capabilities. It is thought this machine would have a lifting power as great as the biggest helicopter and twice the speed.

## AUTOMATIC BISCUIT MAKING

Carr and Co. Ltd., of Carlisle, the first biscuit-making firm to use a printing press to mark biscuits, will shortly have a fully automatic plant. Part of the plant is already in operation. In the process illustrated, a high-speed mixer, with a flour hopper above, is ready to drop drough on to the biscuit-cutting machine below. The raw materials for the manufacture of biscuits arrive at Carr's plant in tankers and are fed into giant storage containers. From there the raw material is fed into mixers. When the plant becomes fully automatic, recipes for the biscuits will be in the form of punched cards. Electronic apparatus will translate these into the different ingredients to be delivered to the appropriate mixer.

## HANDING OVER THE 500TH TRACTOR-SHOVEL

At a ceremony at their works in Camberley, Surrey, Michigan (Great Britain) Limited recently handed over their 500th British-built machine. A giant 275A Supertractor, it had been purchased by the Steel Company of Wales Limited. In the picture, Mr. A. J. F. Andrews (left), managing director of Michigan (Great Britain), talks to Mr. N. Dolling, of the Steel Company of Wales. The 275A Supertractor is claimed to be the largest such machine constructed in Europe. The steel company have bought two of the vehicles and they will be used for handling bulk material. Similar tractor-shovels, which have been employed in handling coal, have moved over 5,000 tons per day. Michigan (Great Britain) Limited have been operating for only twenty-one months.

## HYDROSTATIC TRANSMISSION SYSTEM FOR TRACTORS

This Ferguson 35 tractor is fitted with the Lucas Hydrostatic System. According to the makers, Joseph Lucas (Hydraulic and Combustion Equipment) Ltd., of Birmingham, this revolutionary transmission system offers a greatly variable speed ratio, direct-ratio and single-level control. The model tractor, fitted with the system, shown at the Agricultural Machinery Exhibition, held in London in December, was also fitted with Hydrostatic Drive, being used as a power source for various implements and tools. The system consists of an axial-piston, variable-capacity, hydraulic pump, driven at a suitable speed by the tractor engine. The pump output is connected by tubing to the motors which drive the wheels. The motors are connected in parallel to the pump, permitting them to operate at the same pressure drop and torque, while the flow of liquid through each will vary according to the required speed of rotation of the wheel.

## PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

An agreement, providing for the holding of reciprocal trade exhibitions in Britain and the Soviet Union during 1961, was signed in London just before Christmas. On right are two of the signatories, Mr. M. V. Nestrov (left), president of the All-Union Chamber of Commerce of the U.S.S.R., and Mr. V. G. Sherren, managing director of Industrial and Trade Fairs. A wide range of British capital and consumer goods will be shown at the U.K. Exhibition in Moscow, at the Sokolniki Park of Culture and Rest, from May 19 to June 4, 1961. The Soviet Exhibition will be held at Earls Court in July of the same year.

### U.K. AND U.S.S.R. TRADE AGREEMENT

### FIRTH CLEVELAND'S OFFER FOR SOLARTRON

It was announced just before the New Year that Firth Cleveland Ltd., one of the largest industrial holding companies in Britain, was acquiring a controlling interest in the Solartron Electronic Group. In the picture are Mr. Charles Hayward, chairman of Firth Cleveland (left), and Mr. John Bolton, chairman of Solartron. The announcement of the purchase, at a cost of £1,300,000 to be financed out of the group's existing resources, followed closely upon the statement that Firth Cleveland had acquired the Broadmead chain of electrical and retail shops. In a letter to shareholders, Mr. Bolton said that Solartron's long-term expansion programme required an increasing amount of new finance every year. The directors had decided that the sum of £1,000,000 should be raised immediately and that the introduction of a trading partner would provide not only the capital but also trading benefits.

### INDIA TO MAKE ROLLS-ROYCE AERO-ENGINES

In London, Mrs. V. L. Pandit, the Indian High Commissioner in Britain, and Air Marshal Sir Colin Weeden, on behalf of Rolls-Royce, sign an agreement between India and Rolls-Royce Limited by which India will be able to manufacture Rolls-Royce Dart aero-engines under licence. The engines will be used in Avro 748 turbo-prop transport aircraft which are also to be made under licence in India.

### INAUGURATION OF DURGAPUR

Dr. Rajendra Prasad, the President of the Indian Republic, officially inaugurates the British-built Durgapur steel plant in West Bengal. *Right*—Seen at the opening ceremony are some of those present and part of the plant. The centrepiece of the ceremony was the opening of the first of the three blast-furnaces, which will have a capacity of 1,250 tons of pig iron per day. The other two furnaces are due to be opened by the end of April 1961, and the plant is to be completed by July of that year, when an output of 800,000 tons of finished and semi-finished products is expected. Durgapur was called by Mr. Alport, Minister of State for Commonwealth Relations, who was present at the inauguration, the "biggest single operation that British industry had ever undertaken." The Indian Steel Construction Company (ISCON), a consortium of thirteen U.K. companies, is responsible for the project which began three years ago. The final cost is estimated to be about £105,000,000.

# LONDO CHANG

*Demolition near Picca Circus and in Park L Strand-on-the-Gree Controversy*

When Island (Piccadil velopment Ltd. sho public plans for the buildin they wanted to erect on the site of Piccadilly Circus, th a storm of protest. As a re the controversy, the Mini Housing ordered a public i which opened at County December, conducted by Mr Buchanan, a chief inspector Ministry of Housing. Perha most interesting part of the before it adjourned for Ch until January 6 was the se questions aimed at estab who designed the pr thirteen-storey building

The design which was or submitted was not accep the L.C.C. An alternative was proposed by the pl authority which was adopte the development compan modifications. The way the had arrived at their plan wa scribed by the L.C.C.'s arch Mr. Hubert Bennett. The dev ment plan allowed a buildin a total floor area five times area. A basement and two of shopping accommodation three-fifths of this. The pr left was to provide the othe fifths at the top. He had sug a cruciform shape for this. T substantially modified, and w cepted by the private deve From this it became clear th one fully designed the bu

**DEMOLITION IN PICCADILLY: On the Monico site, off Shaftesbury Avenue, an amount of work has been done in clearing away the old buildings. In the background is the Trocadero Restaurant, and on the extreme left is Denman Street. It is on this site that a private development company proposed to erect a tall new building, the design of which led to a public inquiry being instituted by the Minister of Housing.**

**A SITE WANTED FOR DEVELOPMENT: The old houses in the left foreground are part of Grove Row, standing along the towpath by the riverside, at Strand-on-the-Green, Middlesex. They are regarded as unfit for human habitation by officers of the Brentford and Chiswick Borough Council, which is now negotiating for their demolition with the brewery company who own the site. In their place the Council intends to construct new houses and a car park. Alternative suggestions for new buildings are either four one-bedroom or two two-bedroom houses with two storeys. There is a great deal of opposition to the Borough Council's scheme which, it is feared, might ruin the general charm of Strand-on-the-Green.**

**LOOKING IN THE OPPOSITE DIRECTION ALONG GROVE ROW: The houses regarded unfit at Str on-the-Green stand beside the Bull's Head public house. The Strand-on-the-Green A ciation are opposing the Brentford and Chiswick Council plans to demolish the five ho Supported by the Society for the Protection of Ancient Buildings, the Association th the old houses should remain. Architects, it is said, have stated that the properties c be satisfactorily improved. Dating from the seventeenth, eighteenth and nineteenth turies, buildings in Strand-on-the-Green come under Grade II of the list of buildin architectural and historic importance, drawn up under the Town and Country Planning The Council states that the new buildings would harmonise with their surround**

CLEARING THE SITE: A crane with a heavy swinging weight is used to demolish the buildings on the Monico site at Piccadilly Circus. Although only a part of the site had been cleared by the first days of January, the area to be demolished extends as far as Piccadilly Circus. The roughly triangular block on the north side of the Circus was acquired by Central Commercial Properties, which, with the Legal and General Assurance Society Ltd., forms the development company for the site, called Island (Piccadilly) Development Ltd.

THE DISAPPEARANCE OF A LONDON LANDMARK: *Left* and *right*—Workmen are engaged in the demolition of the lodges on either side of Stanhope Gate, in Park Lane, opposite the Dorchester Hotel. The lodges were designed by the 19th-century architect, Decimus Burton. The demolition is part of the preparatory work on the L.C.C.'s Hyde Park Corner/Marble Arch improvement scheme. This encompasses the conversion of Park Lane and the east carriageway into one-way roads, to form a dual carriageway outside the Park with a wide central reserve. Work has been proceeding for some time and tenders for the roadwork are due in February. The improvements should be completed by June of 1962.

*The World of Books*

# "LONDON COULD TAKE IT"

*The Story of a Savage Blitz; A Great Contemporary Cartoonist; Hazardous Travels in Africa; Lavatory Humour; Stella Gibbons' New Novel and Other Fiction*

OF all the famous photographs taken during the war, all too many of them at the cost of wounding or death, one of the greatest and most memorable is the dramatic picture of St. Paul's, encircled by fire and clouds of smoke, hemmed in by destroyed buildings but still nobly surviving. This, appropriately, is reproduced on the jacket of Mr. Richard Collier's blitz history, THE CITY THAT WOULDN'T DIE (Collins. 16s.). The photograph is attributed, by the way, to Mustograph, which seems an odd name for a man who climbed up to the top of a building to take such a photograph on such a night.

Mr. Collier's is one of those books which have to be written and which, once produced, are so in tune with the feeling of contemporary readers that the only wonder is that they were not produced before. His dedication, for instance, is a faultlessly terse piece of writing: "To those who wondered what it was like—and to those who knew." In this book he has written the hour-to-hour story, as objectively and roundly as it can yet be told, of what happened when Hitler determined on a final crippling air attack on London and sent 500 German bombers off from their bases in Holland, Belgium and France on the night of May 10, 1941. No one who lived through to the morning of May 11 will ever need a reminder of that night of fire, disaster and incredible courage. For the others Mr. Collier's book does a great and necessary service.

It would be impossible to itemise the wonderful or tragic stories which the night brought with it, or to quote the extraordinary information which the writer has discovered since the war about Luftwaffe plans. I can only suggest that you read the book for yourselves and learn —or probably, rather, remind yourselves—of the terror and gallantry which were part of the illumination of London that night.

Vicky is a great political cartoonist and satirist of whom Mr. Malcolm Muggeridge writes, in an introduction to a collection of his drawings, VICKY'S WORLD (Secker and Warburg. 12s. 6d.): "What Low did for the 'Thirties,' Vicky is in process of doing for the 'Fifties.' He has not got Low's superbly strong line. Illingworth, an incomparable black-and-white artist, is a better draughtsman. Cummings is capable of an ice-cold savagery which is beyond Vicky's range and temperament. Without any question, however, he is the wittiest cartoonist now alive." I had looked at, recalled and been delighted by nearly all of the pages in *Vicky's World* when, perversely, I turned back to the beginning in the manner of the Chinese and other types who prefer to take their reading backwards, and read these words in Mr. Malcolm Muggeridge's sprightly and perceptive introduction and I do not think that I can do any better than that.

HARVEST OF JOURNEYS (Collins. 18s.) is the book which, more or less consciously, all devoted readers of Mr. Hammond Innes' books had been expecting. Surely, they —or rather we—have been arguing for some time, Mr. Innes won't discard all that vast mass of travel material which he must have accumulated? Think about the research (and travel) he must have done about Canadian mines for *Campbell's Kingdom*, and the notebooks he must have filled as a result of his personal and courageous enquiries into Antarctic conditions, *The White South*.

The answer, however, is not in the present book of travel experiences because Mr. Innes is not a man to re-hash a working note. He gives these travel experiences in Arabia, Norway, Morocco, Canada and the Low Countries more or less at first hand or, at least, through the benign intervention of an American magazine. In any case, because it is Mr. Hammond Innes who has written the book, lived the adventures and, possibly, taken some of the photographs, this is an inspiriting book indeed.

Madame Michaela Denis became an object of wonder and admiration to me some years ago when I watched a film during which this fair, pretty and extremely feminine young woman was shown painting her nails in the least civilised of African settings. I took this to be a splendid expression of confidence and nothing to do with bravado. She is a lady with a good figure, a warm smile and well-kept hands. Safari or not, these are immutable facts and quite right, too. The author of RIDE A RHINO (W. H. Allen. 18s.) has a moderately long experience of hazardous travel with her brilliant husband, Armand Denis; she is a photographer, an explorer, a writer and one of the most attractive keepers that a lion cub or a kinkajou ever had. Monsieur and Madame Denis now live in a new house in Kenya which Armand designed and built. The stories in the present book mostly relate to that country and, of course, to the animals they have befriended or, at the least, photographed in the wild and splendid country.

*Les goûts et les couleurs ne se discutent pas*, say the French in their categorical way, and I only mention this particular saying to support me when I write that I find

**"BEAUTY AND THE BEAST": In the production of Nicholas Stuart Gray's version at the Arts Theatre, in London, Beauty is played by Lesley Nunnerley and the Beast by Michael Atkinson.** Written and played in a simple manner, the story departs from the original. The Prince is bewitched by a good-natured but absent-minded Wizard, in order that he may come to behave himself. By the time the Wizard remembers his prisoner, 500 years later, the Beast has developed his own magic. Mr.. Stuart Gray's version was given its first performance ten years ago.

even the most light and learned discussion about lavatories very boring. There is, of course, always a charge of priggishness to be levelled against people who can't get a hearty laugh out of chat about water-closets. As far as I am concerned it will have to be levelled and neither the works of Mr. Charles (" Chic ") Sale in the past, nor Mr. John Pudney in the present, with THE SMALLEST ROOM (Michael Joseph. 13s. 6d.)—*A Discreet History Through the Ages—With an Annexe* mean very much to me. Incidentally, the present little book is a new edition of the original five-year-old work.

There are many novelists, thank heaven, whose powers and invention seem to retain their freshness through twenty, thirty or even more years, but rarely one indeed having that evergreen quality, can also bring such inspiring, sunny warmth to her books. Miss Stella Gibbons is the writer whose new book has just prompted that reflection and the book itself is A PINK FRONT DOOR (Hodder and Stoughton. 15s.), a pleasant but by no means sentimental story of contemporary London. I enjoyed it thoroughly and marvel at the exact brilliance with which Miss Gibbons has pinned down and spread out the delicate ephemeral wings of young people's moods and enthusiasms.

Mr. Humfrey Jordan is the rather young doyen of present-day novelists who write of the ploys of the Merchant Navy and he has achieved that eminence by writing from experience, with humour and in the conviction that human affairs are of the first importance to the reader, whether fictional or not. The result has been a series of entertaining, authoritative and thoroughly likeable books of which the latest is BROKEN LINK HOLDS (Hodder and Stoughton. 13s. 6d.). The story is about three men, a diplomat, a soldier and a sailor, whose friendship has survived since they were at school together and who find their lives and careers affecting each other strongly once more during the war years. Sympathetically and simply told.

WHEN THE SHIP SANK (Heinemann. 16s.) is another kind of sea story: the drama of the sinking of a passenger liner, New York bound from England, on the first day of the war. Mr. James MacGregor has written it with the fire and intensity which the subject demands but with no false heroics. Comparisons with the tragic story of the *Athenia* will inevitably be drawn but this is a novel of imagination in its own right.

Mr. Stephen Birmingham's novel, BARBARA GREER (Collins. 16s.), is one of those polished and immensely readable sagas of American social life which add up to nothing particularly significant but are often finished at the very last paragraph before the reader has realised a little fact. I enjoyed its smoothness and appreciated the art with which the author had managed to combine workmanship with an appearance of ease. The story of *Barbara Greer's* exploits is, chiefly, a large country house in Connecticut where she and her large family the well known and where she seeks refuge every time she is bored or baffled by her marriage, successful as it is. Barbara is a young and extremely pretty woman with a pleasant husband, two small boys and practically an capacity for contentment. Her story might be t Mr. Birmingham's hands it has a real, almost a p human interest. And, as I have said, the whole readable to a practically hypnotic degree.

From Italy, Greece and Spain come the next books on my list. THE WAYWARD WIFE (Secker Warburg. 15s.) is a collection of eight short stories between 1927 and 1948 by Signor Alberto Moravia of the most distinguished of contemporary Italian

## CLAIMS FOR THE LAND

*The Conflict between Urban and Rural Development*

Most modern communities in the Western world are to-day faced with the problem of reconciling competing claims for the use of their land surface. More often than not the major claim is for the creation of new residential areas on what is at present agricultural land. The new towns and the expanded towns of Britain, which have sprung into being since the war, have mostly been claimants in this category; sometimes they have sought to take rich land, for example Manchester's rejected claim to 3,000 acres of North Cheshire in the vicinity of Lymm; sometimes they have taken poorer land, as at Cwmbran in the Eastern Valley of Monmouthshire; nearly always there have been public protests and public inquiries to decide the local issues involved.

In AGRICULTURE AND URBAN GROWTH (Michael Joseph. 21s.) G. P. Wibberley, Head of the Department of Economics at Wye College, which is part of the University of London, poses the whole vast problem, and puts forward some methods for measuring the worth of an area of agricultural land when it is being considered for a non-agricultural use. He also suggests policies for improving the use of land in the lowlands and in the hills in order to offset the losses in richer land given over to urban uses. This is a most detailed and scholarly analysis, although not without its repetitions, and most of us would agree with the author's main conclusion that there is a strong case for better records and more widespread schemes of land value appraisal. Mr. Wibberley is really saying in the gentlest possible way, " the Government ought to do something about it."

The work of the Grenfell Mission now covers the welfare of all those who live along some 2,000 miles of coastline in Labrador, from Cape Chidley, at the entrance to Hudson Bay, to the Quebec boundary, and along the northern and part of the eastern coasts of Newfoundland. Four hospitals, eight nursing stations and two hospital ships further the aims of the Mission, and at St. Anthony, in Northern Newfoundland, the headquarters buildings form a small town in themselves. This great work, on a large measure voluntary in character, stems from the pioneering efforts of Dr. Sir Wilfred Grenfell, who died some twenty years ago and who now finds a worthy biographer in Mr. J. Lennox Kerr. WILFRED GRENFELL (Harrop. 18s.) brings out the many-sided nature of this "muscular Christian" and medical pioneer. Mr. Kerr certainly admires Grenfell, but he is by no means blind to his faults, his recklessness and impetuosity, and not least, his poor business sense. Grenfell's enthusiasm, bravery and transparent goodness usually won round his critics, however, although sometimes it could be uphill going after his tongue had run away with him in the presence of some V.I.P. or other. Grenfell's biographer is himself a man of the sea, and it is this perhaps that gives the volume the salty tang essential to such a story.

Fox-hunting books may these days be a shade out of fashion beyond the confines of fox-hunting circles; but here is one that transcends all boundaries because of its common humanity and its delightful sketches of a North Country scene. THE OLD MAN HUNTS (Hutchinson. 12s. 6d.) is ascribed to "A Northumbrian Gentleman." It concerns a man of seventy and his grey cob (sixteen or thereabouts) and the Boxing Day run when a gallant hill fox took them for 2¼ hours almost nonstop across the Northumbrian hills and dales. The author has written something which will appeal to young and old, an unforgettable description of an old man's unforgettable day amid sights and scenes

A FILM OF AUSTERLITZ: In a scene from a film of the battle now being made by a French-Italian-Yugoslav company, Napoleon, played by Pierre Mondy, talks to one of his veterans, played by Michel Simon.

DIRECTING THE FILM: On location in Yugoslavia, the director of *Austerlitz*, Abel Gance (centre foreground), discusses with Pierre Mondy (seated on the white horse) the scene which is about to be shot. This very spectacular film has an international cast.

(*Continued from previous page*)

All the present stories, and notably the title one, are far more than scraps, and give an authentic idea of Moravia's power as a descriptive writer and a profoundly perceptive analyst of emotions and motives.

THE MERMAID MADONNA (Hutchinson. 18s.) is the first novel by M. Stratis Myrivilis to be published in England, although he is regarded in many quarters as the greatest Greek writer now living. The background for the tale is an island not far from the coast of Turkish Anatolia, and it is the picture of island life in itself which is the most haunting and beautiful impression in the book.

There can be no doubt that Garcia Lorca has been one of the greatest poets and playwrights of our times and his reputation, since his early death in the Spanish Civil War, has reached legendary proportions. THREE TRAGEDIES (Secker and Warburg. 18s.) include one of his most splendid, though unfinished works, and two other plays of almost equal interest. The translations have been sensitively made by Mr. James Graham-Lujan and Mr. Richard O'Connell.

**Vernon Fane.**

would be very loth to leave. This has the hallmarks of a best-seller with a long run before it.

Cynthia Harnett's historical novels are a delight and the latest from the pen of this author-artist is no exception. THE LOAD OF UNICORN (Methuen. 15s.) is the story of a load of paper which the scriveners—the men who lived by copying books by hand in the fifteenth century—tried to keep from Caxton, the master-printer. Was it fair that they should be thrown out of work because of Master Caxton's new-fangled press, the scriveners asked, and they inevitably set about putting the clock back. Cynthia Harnett sets the scene in the Palace of Westminster, and, as ever, she is most diligent and faithful in her portrayal of the period.

MARINER'S TALE (Hamish Hamilton. 18s.) has been written in collaboration by Captain Scott-Shawe, who went to sea as an apprentice in the barque *Ashmore* in 1900, and Alan Wykes. Scott-Shawe had had ten years before the mast when he was wrecked in the barque *Falls of Garry*, and between those two voyages he crammed enough experience of the sea for several books. *Mariner's Tale* is a balanced picture of the alternating drama and boredom of life afloat, but as a narrative it is continuously exciting.

Here are two volumes of nature study, both of outstanding interest and both published by W. H. and L. Collingridge Limited, at 30s. FUCHSIAS is the work of T. Thorne, who describes in detail this adaptable plant which survives where so many others fail. The author himself raises fuchsias with great success in a London mews. DESERT PLANTS: CACTI AND SUCCULENTS, is by Oliver and Margaret Leese, the former a veteran commander of the desert campaign in North Africa. Every aspect of cultivation and propagation is dealt with by this knowledgeable pair of gardeners, and Lady Leese makes some suggestions for attractive arrangements in the home.

**R. C. E.**

IN THE FRENCH CAMP: Before the battle, Napoleon discusses his strategy with one of his Marshals. The film is a re-creation of events leading up to the battle itself, fought in December 1805, not far from Brno, in Czechoslovakia.

## RE-CREATION OF "AUSTERLITZ"

*AUSTERLITZ*, which is being shot on location in Yugoslavia using Yugoslav cavalry, and in studios in Paris and Rome, is planned as a spectacular film version of the background and events of Napoleon's defeat of the Austrians and Russians in 1805. The director is Abel Gance, now seventy years old, who was one of the pioneers of the French film industry. He made his first picture in 1911, and one of his successes was another film about Napoleon. But after his early days, Abel Gance made few films, and *Austerlitz* is his first for some time. There is a long cast list, including Jean Marais, Orson Welles, Vittorio de Sica, Jack Palance, Gerard Philippe, Martine Carol, Leslie Caron, and Lili Palmer. Napoleon himself is played by the French actor, Pierre Mondy. Although Gerard Philippe's name is still included in the cast list, it is not known whether he completed his part before he died at the end of last year.

ONE OF NAPOLEON'S MOST FAMOUS VICTORIES: Against a background of smoke and mist, cavalry and gun crews race across the battlefield. Some 2,000 Yugoslav cavalry were employed in the shooting of battle sequences. At Austerlitz, Napoleon, with about 65,000 men, narrowly defeated about 83,000 of the combined Austrian and Russian forces.

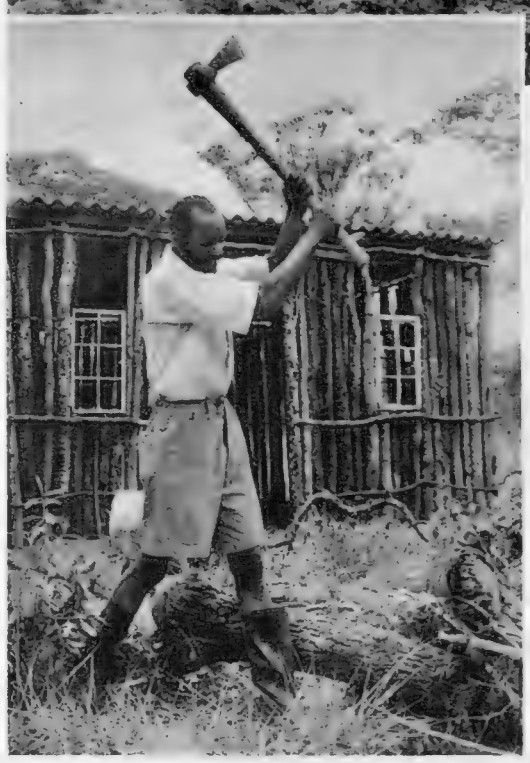
# DETAINEES IN RHODESIA

*The Camp at Gokwe for Forty-Three Africans*

Situated 146 miles from Salisbury, the capital of Southern Rhodesia, is a camp for Africans detained during the Emergency. It is at Gokwe, on the Mafungabusi Plateau, which is the largest grain-growing area in Southern Rhodesia. There are forty-three Africans and their children in the camp. Each of them was offered 10 acres of land to farm. At first none of them co-operated with the authorities, although later it was reported eleven did so. Most of the detainees are supporters or members of the African National Congress Party. On February 26, last year, the Prime Minister of Southern Rhodesia, Sir Edgar Whitehead, announced that a state of emergency had been declared in the Colony and that the four African Congresses in the Federation of Rhodesia and Nyasaland had all been banned in Southern Rhodesia as illegal organisations. Their leading members had been taken into custody. One of the regulations made it an offence for any African to continue to be a member or office-bearer in any of the four organisations concerned.

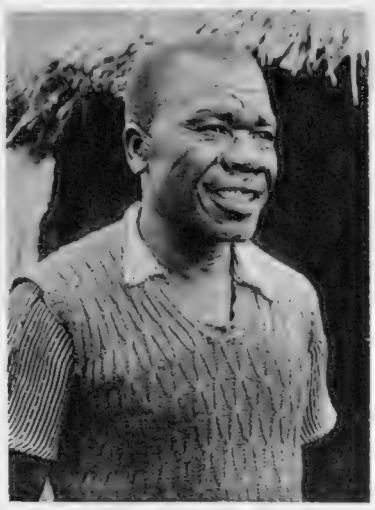
On April 17 last year, a Preventive Detention (Temporary Provisions) Bill was read, unopposed. This provided that persons could be detained for a number of reasons, including acting in a manner potentially dangerous to safety and public order. All detentions and restriction orders would be reviewed by the Governor every twelve months and the Bill would remain in force for four or five years. The Bill was strongly criticised in many quarters in Southern Rhodesia, in that it enabled arbitrary interference with the rule of law and personal liberty. About 430 people were detained, and 50 of them were released shortly afterwards. To-day many of these Africans are still detained in camps or restricted in their movements. The outcome of the agitation concerning the review of the Constitution of the Federation of Rhodesia and Nyasaland is uncertain. This agitation provided the motive power for many of last year's disturbances. (John Connell writes on the problems of Africa on page 57.)

**DETENTION CAMP IN RHODESIA: From the air can be seen some of the fields among the trees at Gokwe, situated 146 miles from Salisbury. It forms the site of a camp for forty-three Africans detained since the Emergency.**



*On right—*

**AT WORK IN THE CAMP: Mr. S. Marombe, who is the storekeeper for the detention camp at Gokwe, cuts up posts to complete the building of the wooden one-storey structure. According to reports from Rhodesia, the detainees in the camp were offered land to farm, but a large proportion of them refused to take up the work. The area is on the 4,000-ft.-high Mafungabusi Plateau, the largest grain-growing area in Southern Rhodesia.**



**TWO OF THE DETAINEES: *Left* is an African who has been engaged on the building of the school at Gokwe. *Right* is Mr. Sylvester Mushonga, who is reported to be the leader of those refusing to work while being detained.**

**A HANDING-OVER CEREMONY: Mr. S. E. Morris, the Chief Native Commissioner, hands a Union Jack to Mr. Robert Zwineira, who is the recently-appointed headmaster of the small school at the Gokwe Camp.**

**FACILITIES AT GOKWE: The three-roomed school building was due to come into use for the children of the detainees in January. It is stated that those in the camp have been given facilities and equipment for farming and are able to mix freely with the inhabitants of any of the villages in the area.**

# ATLANTIC SEAL PUPS

*Breeding Grounds on Lonely Islands off the Scottish Coast*

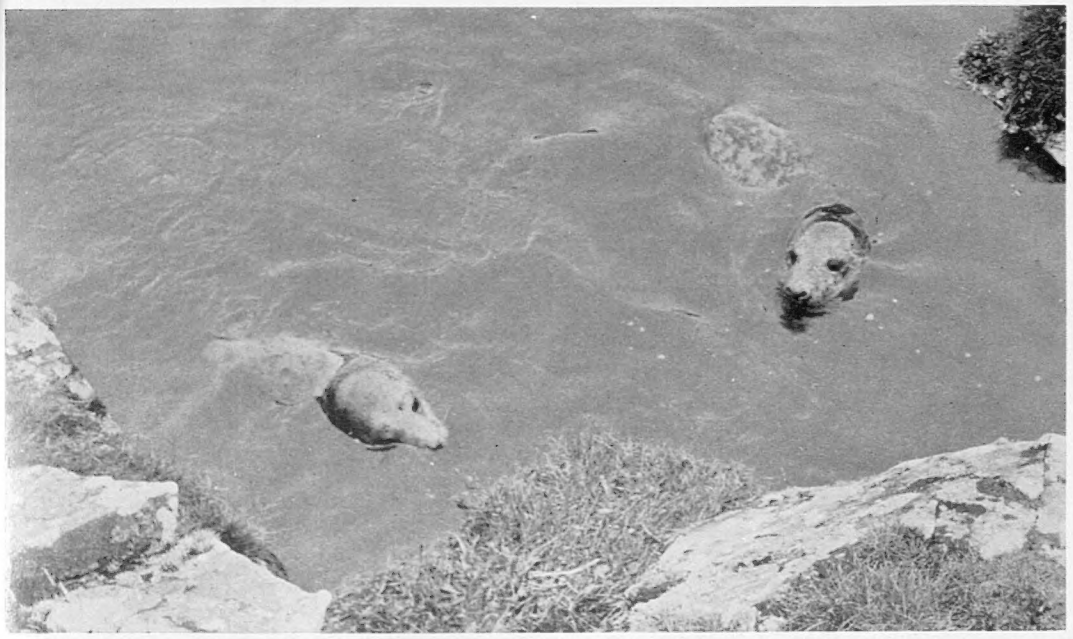
A NEW-BORN ATLANTIC SEAL: On the first day of its life it lies on the rocks of one of the islands off the west coast of Scotland, which are the breeding grounds for this species of seal. At one time the Atlantic seals were threatened with extinction; but now they are no longer sought by hunters they are flourishing. The breeding season is in November and December.

The Atlantic or Great Grey seal used to be a favourite prey for seal hunters. Nowadays boots can be made from more easily-procured materials than sealskin, and paraffin has superseded blubber oil in lamps. So the Atlantic seal, which was at one time in danger of extinction, is now rapidly increasing in numbers.

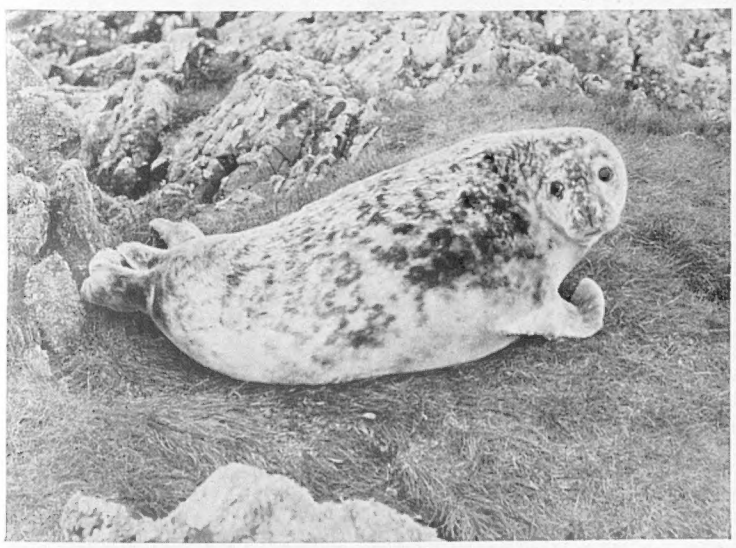
The seals come in from the Atlantic to breed on the lonely islands of the Hebrides and Orkneys, off the west and north-west coasts of Scotland. On one island alone, North Rona, it is estimated there are over 5,000 of the animals. The breeding season is in November and December when gales and storms usually provide protection against disturbance by Man. The pictures on this page were taken during a few calm days last autumn which allowed a visit to the seal colony.

The new-born pups, with their fluffy, white bodies and large dark eyes, are very attractive creatures. Provided they are approached with caution, they enjoy being handled. Even a day-old seal has a very high body-heat due to the efficiency of its blubber and fast heart-beat. For the first fortnight of its life the baby is the darling of its mother. The pup puts on as much as 4 lb. a day, because the seal cow's milk is ten times richer than ordinary cow's milk. After fourteen days comes a sad change in child-parent relations. The pup moults its fur and reveals a hard blue pelt. This is the sign for the mother to lose all interest in the offspring. However, the pup soon learns to fend for itself.

A bull pup will grow into an adult weighing a quarter of a ton and having a length of 9 ft. or more. The bulls fight ferociously among themselves for the cows, polygamy being a natural habit among seals. But they have a gentle trait in their definite appreciation of music.



ON LAND AND IN THE WATER: The fluffy baby seal has no objection to being stroked by a human being, provided the approach is made quietly and cautiously. *On left*—Two young seals making one of their first swimming expeditions keep a close eye on the shore. Soon they will have learnt to dive for fish.



TWO STAGES OF DEVELOPMENT: At the age of two weeks the pup's white fur begins to moult and show the hard blue pelt of adolescence beneath. From this point of development the young seal will be entirely neglected by its mother. *On right*—The new-born seal is toothless and will take a day or two to discover the proper use of its flippers. At birth it weighs about 30 lb. and will proceed to add 4 lb. a day to its weight.

# WEEK-END SPEED LIMITS

*Increased Safety in Continental Experiments; Mr. Marples and the British Traffic Problems; Age and Sex Applied to Skidding; Psychological Road-building; the New Junior Formula Racing*

By "THE SPHERE" MOTORING CORRESPONDENT

HOW would *you* like to keep your speed on the open road down to 56 miles an hour whenever and wherever you went motoring at week-ends? This is the prospect facing motorists in France, according to a news story which states that the French Transport Minister, M. Robert Buron, is announcing this new restriction on January 18. He is quoted as saying he has decided on a general 90 k.p.h. limit on all roads in France at week-ends because of the success of week-end speed limit experiments on roads leading out of Paris and because of the heavy road toll during the Christmas holiday, when it is feared that about 100 people were killed in motoring accidents in France.

This question of universal speed limits was discussed recently at a meeting of the United Nations Economic Commission for Europe. Belgium reported that, though it was too early to draw final conclusions, a speed limit of 60 k.p.h. (about 37 m.p.h.) in built-up areas and of 80 k.p.h. (50 m.p.h.) on certain roads after 5 p.m. on Saturdays and Sundays had been followed by a reduction in the number of recorded accidents. French delegates said the 90 k.p.h. speed limit on certain routes at week-ends had resulted in a marked diminution of accidents. Representatives of Poland, West Germany, Portugal and Russia also spoke in favour of speed limits on the basis of experience in their own countries.

When I rang the A.A. to ask their views on the French proposal, they said: "In principle we are opposed to the imposition of a general speed limit and, anyway, we do not think the road conditions of Britain and France are comparable. Speed limits, in our view, should be imposed only on specific stretches of road where special circumstances apply."

Mr. Ernest Marples, Britain's new Minister of Transport, has been talking about some of his problems. On his return from a brief visit to West Germany and France to see some of their newest roads and bridges, and before leaving on a similar fact-finding visit to the U.S., Mr. Marples said he was concerned not merely with immediate traffic problems but those which will face the country twenty-five years hence. That is why he attaches such importance to the long-term study group he is setting up to look into the future and to put forward plans for dealing with these problems. "It is no good waiting for these problems to overwhelm us," he stated. "I want this group to think out solutions. On these solutions will depend such things as the design of the towns, buildings, bridges and roads of the future."

Mr. Marples is undoubtedly right to set his sights high, but there is something depressingly familiar about the appointment of this latest committee on traffic problems. Remember the Bressey Report on London's roads of 1938? Remember the Abercrombie Report during the war? And what about the L.C.C.'s Development Plan of 1951? Very little has been done to implement any of the major recommendations contained in these expert reports. As recently as last July yet another London traffic report came out: the report of the Transport Ministry's Nugent Committee on London's roads twenty years hence. This was such a timid document that I do not wonder at Mr. Marples setting up his own body of expert advisers with crystal balls of twenty-five-year range.

The Minister is lucky to be able to draw on the accumulated knowledge and experience of experts at the Road Research Laboratory, run by the Department of Scientific and Industrial Research. In its annual report for 1958, just published, the Road Research Board draws attention to the shortage in Britain of trained traffic engineers. It also devotes a lot of space to the question of skidding. Some of the conclusions it has reached after an extensive investigation of this subject make interesting reading. For instance: the older you are, the less likely you are to be involved in a skidding accident. Women, say the Board, skid less often than men on *dry* roads but are more prone to skidding on *wet* roads if they are under thirty. Newer cars are more liable to skidding because they are more powerful and have a better performance.

I have just been reading an article in the Journal of the Royal Institute of Public Health and Hygiene which refers to a Congressional decision to empower States to sponsor research on the human factors affecting road safety. "The idea," says the Journal, "is that road builders must take into account not only topographical features, but human performance capabilities as well. Road design and traffic rules must anticipate the behaviour which can be expected of a normal driver when faced with a given set of road conditions." It all sounds very academic, but I suppose we cannot afford to ignore any new line of approach to what the Journal calls a terrible social evil.

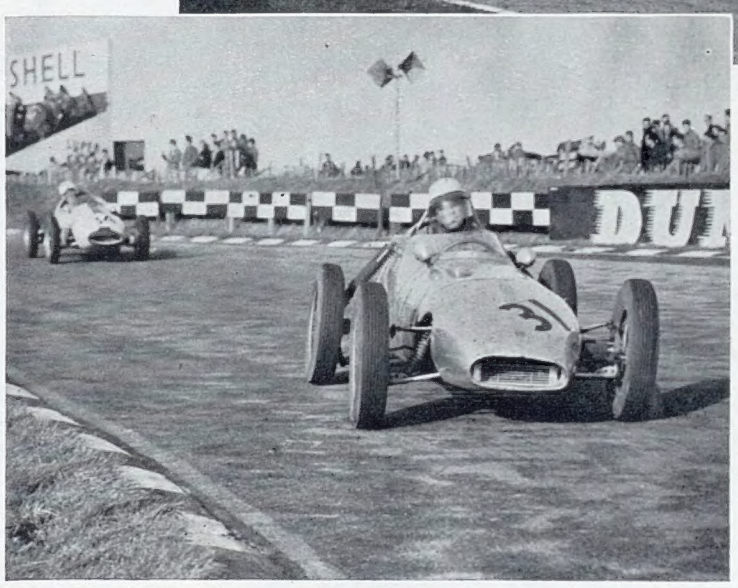
This psychological approach is more easily understood after a study of the following examples. . . . As it is generally accepted that narrow roads induce slower speeds, why not influence motorists to slow down on approaching cross-roads by making the road *appear* narrow by suitably painted lines? Or there might be a timed sequence of flashing lights to indicate rate of travel; or a rough road surface to cause a driver subconsciously to reduce his speed.

This new Junior Formula racing is good fun. I saw the Boxing Day meeting at Brands Hatch, in Kent, and was impressed by the appearance, the sound and the performance of these new-styled single-seat racers. The new, officially-recognised formula originated in Italy and is designed to encourage the manufacture of inexpensive single-seat racing cars by designing them round standard production engines, of which 1,000 must have been built to enable a Junior Formula car using one of them to qualify for the formula. At Brands on Boxing Day there were fourteen British Junior cars of five different makes: Cooper, Elva, Lola, Gemini and Lotus. The race was won by Peter Arundell, Upminster, in an Elva powered by a 3-cylinder, two-stroke, German-built D.K.W. engine of 1,080 c.c.

Not far behind him was a Lola with one of the new Ford Anglia engines of 997 c.c. Other cars taking part in this exciting race used modified B.M.C. engines of 948 c.c. as fitted to the Austin A.40 and Morris Minor 1000. Engines with overhead camshafts are not allowed and the engine capacity may not be modified by shortening the stroke. The upper limit on engine size is 1,100 c.c. Junior Formula cars must not weigh less than 400 kg. (about 880 lb.), unless they have an engine of only 1,000 c.c. or smaller, when the weight limitation is reduced by nearly 90 lb.

These Junior cars seem to me to be capable of offering an even more attractive form of "poor man's racing" than the 500-c.c. Coopers. Some of those which turned out at Brands Hatch at Christmas looked like Grand Prix cars and sounded very healthy. I understand they cost £1,000 or just over.

**BOXING DAY RACING: Driving a Cooper Norton, J. Pitcher leads the field round the circuit at Brands Hatch, in Kent, in the Francis Beart Trophy race. Pitcher went on to win the event, which was for 500-c.c. cars.**




**JUNIOR FORMULA RACING: In the John Davy Trophy, G. H. Williamson, in a Gemini Austin, is in front of M. J. C. Taylor, in a Cooper Austin. The race was for single-seat racing cars with standard production engines.**

The things they do these days to prove the reliability of a car. . . . Here we have a Hillman Minx with its gear-lever padlocked in top gear while it was driven thousands of miles over difficult country in Kenya. It covered 2,800 miles with only one enforced gear change (necessitated by a temporary carburettor blockage). Four times, the car—a standard model from the showrooms of the Rootes Group distributors in Kenya—was driven the 314 miles from Nairobi to Mombasa and back with three people aboard. "The test was staged to demonstrate the stamina and flexibility of the Minx," said a Rootes spokesman.

The Motor Accessories Manufacturers' Association has just announced the result of an interesting questionnaire sponsored by it during 1959. M.A.M.A.—to give the Association its rather ridiculous abbreviated name—is an organisation which has set out to resist the tendency for one-brand petrol-filling stations to stock only the supplies manufactured by the oil company owning it or by firms associated with it. On the question of lubricating oils more than 90 per cent. of a total of 72,381 motorists were in favour of garages offering a choice of oil made by different companies.

Here is news of two of the latest accessories. . . . Lucas offer an auxiliary lamp giving 80,000 candle-power. The handle of this brass-bodied chromium-plated lamp is of strong corrosion-free rubber and there is 8 ft. of cable. Price: £5 17s. 6d. A Nottingham firm, Earlyplants Limited, is offering a galvanised iron drip tray for home garages. It measures 33 ins. by 22 ins., is an inch deep and costs 20s. post free.

From April 1 the British terminus for Silver City Airways' car ferry service to Ostend, in Belgium, will be moved from Ferryfield to Manston aerodrome, near Ramsgate, in Kent. This move will clip ten minutes off the flying time for this route. Silver City have also announced cuts in vehicle and passenger fares to and from Ostend next summer. The vehicle fare reductions, which come into force on June 16, range from 10s. to £3 10s. single, according to the size of car. Passenger fares will be cut by 6s. from April 1.

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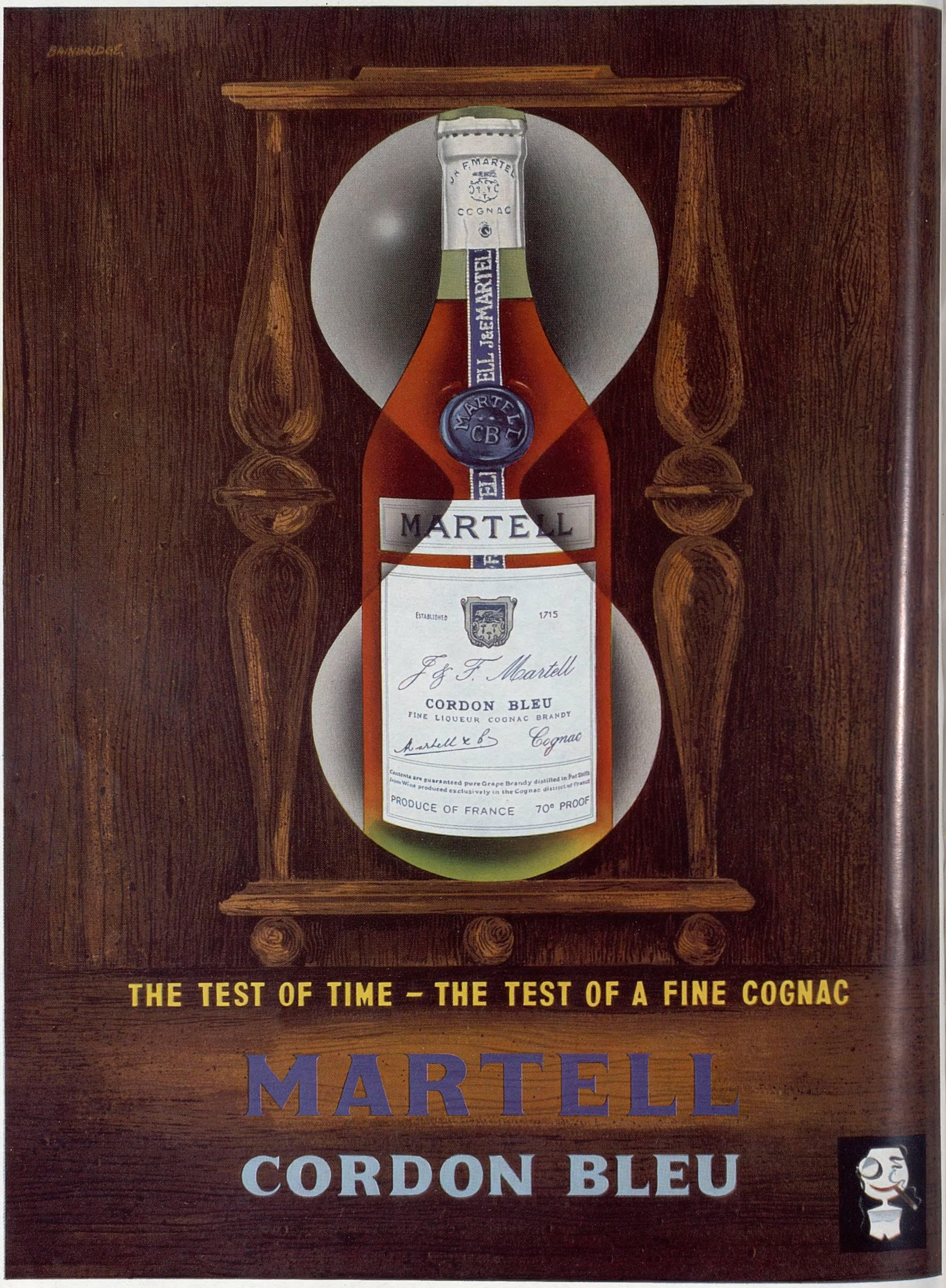
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